

CHAPTER 205

MOVEMENT OF SENSITIVE CONVENTIONAL ARMS, AMMUNITION, AND EXPLOSIVES, CLASSIFIED (SECRET AND CONFIDENTIAL), AND CONTROLLED CRYPTOGRAPHIC ITEMS SENSITIVE ITEMS

A. GENERAL

1. This chapter implements the policies of DOD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives and Paragraph 80206G, DOD 5105.38-M, Security Assistance Management Manual (SAMM) for transportation of sensitive conventional AA&E, DOD 5200.1-R for classified shipments, and the National Security Agency Industrial Communication Security Manual for CCI shipments. It establishes procedures and responsibilities for worldwide shipments requiring a TPS. Implementation of these procedures for commercial carriers will be IAW Military Freight Traffic Rules Publication (MFTRP) No. 1C (or current version) and MFTRP No. 10A (or current version), which can be located on the SDDC website at www.sddc.army.mil by selecting Global Cargo Distribution, Domestic more, and Publications. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the theater CDRs. Department of Energy (DOE) funded shipments are not included in this regulation. For DOE information, call Commercial: 505 844-7269 or DSN: 244-7269. The shipper will not release CAT I and II shipments if the standard transit time or delivery date will place the carrier at destination during closures, holidays, or weekends.
2. The following guidelines apply to sensitive conventional AA&E, classified (secret and confidential), and CCI sensitive items for shipment:
 - a. DOD-funded or funded by other Government agencies participating in the DOD Industrial Security (DODIS) program.
 - b. Foreign Military Sales sensitive and classified materials while transiting in the CONUS and OCONUS. This will include shipments made under the DOD FMS regardless of ownership.
 - c. Made by or transported to/from a contractor or subcontractor when material is ultimately intended for military purposes. This will include all sensitive and classified items in research, development, testing, and evaluation, even when the item has yet to be delivered to the Government.
3. TPS guidelines set forth in this chapter are minimum requirements for the movement of sensitive and classified material, including demilitarized and retrograde cargo. TPS guidelines accomplish the following:
 - a. Prescribe procedures for insuring adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence, unauthorized, or illegal acts.
 - b. Establish procedures to maintain shipment accountability.
 - c. Provide a means for corrective or compliance action.
4. Force Protection Conditions (FPCON) are defined in DOD 0-2000.12-H, Handbook, Protection of DOD Personnel and Activities Against Acts of Terrorism and Political Turbulence. The

FPCON cited herein is the baseline CONUS FPCON as established by the SECDEF or the CDR, USTRANSCOM declared FPCON for DOD CONUS transportation, whichever is more stringent. FPCONs discussed in this chapter are those at origin or destination. Where there is a difference between origin and destination, the highest FPCON applies. When shipping directly from origin to destination, the higher FPCON of the two facilities applies. When the trailer is scheduled to stop in transit, the shipper will also factor in the FPCON of the in transit stop.

5. Following are the emergency and operational contact telephone numbers referenced throughout this chapter:
 - a. Defense Transportation Tracking System (DTTS): Commercial: 800 826-0794.
 - b. SDDC Carrier Assistance Hot Line: Commercial: 800 524-0331.
 - c. SDDC Operations Center telephone: Commercial: 757 878-7555/8141 or DSN: 826-7555/8141.
 - d. DOD HAZMAT HOTLINE: 800 851-8061 or 804-279-3131 (At Sea).
 - e. For DOD Hazard Class 1 (explosives): 703-697-0218/0219 (Call the Army Operations Center; ASK FOR THE WATCH OFFICER.).
6. For the intent of this regulation, CONUS represents the 48 States to include the District of Columbia, Hawaii, Alaska, and the US territories of Puerto Rico and Guam.
7. Services/Agencies are authorized to apply more stringent requirements but are not authorized to prescribe less stringent requirements than in this regulation.
8. Shipments of sensitive national security material, whether classified or unclassified, by the DCS are authorized by DODD 5200.33, Defense Courier Service. Agencies that do not have established DCS support can address questions or requests on the DCS website at www.dcs.ftmeade.army.mil or call DCS Operations at Commercial: 301 677-3971/4971/4974 or DSN: 622-3971/4971/4974.
9. This Chapter does not apply to General Hazardous Material.

B. POLICIES

1. Shipments of unclassified, non-sensitive material may be combined with material requiring TPS, if the TPS is applied to the entire shipment.
2. Trailers containing material requiring TPS must always be connected to tractors during shipment except when stopped at a:
 - a. DOD activity for loading or unloading.
 - b. DOD approved carrier terminal for servicing.
 - c. Carrier-designated point where the driver or qualified carrier representative maintains continuous surveillance over the shipment while disconnected.

- d. State or local secure holding area (location information available from SDDC Operations Center) that meets terminal safety security standards.
 - e. DOD installation or DOD contractor secure holding area approved by SDDC.
3. Brokers and freight forwarders (including shipper agents and shipper associations) are restricted from handling Class 1 Division 1.1 thru 1.6, sensitive munitions, or other shipments requiring DDP, CIS, MVS, or 675 services.
 4. All cargo originating at installations subject to FAR-based contracts must be first offered to one of the awarded FAR-based contract carriers of a given lane before moving traffic via an alternate carrier. Upon approval by the SDDC Operations Center, voluntary tenders may be used only during contingency conditions or when the volume exceeds the contractor's capacity.
 5. Canadian-based drivers may transport goods to the US from Canada if all goods to be delivered were loaded in Canada. Canadian carriers will be allowed to transport shipments of AA&E in the US as long as the Canadian companies have successfully completed the Canadian Level II facility and personnel security clearance requirements and comply with US Customs' rules and regulations relating to sabotage while in the US. Canadian drivers are also required to comply with US Citizenship and Immigration Services rules and regulations relating to entry into the US and performance of work while in the US. The following key principles apply:
 - a. Drivers may be admitted to deliver or pick-up cargo traveling in the stream of international commerce.
 - b. Drivers may not engage in any activity that qualifies as local labor for hire.
 - c. Purely domestic service (point-to-point within the US) is not permitted.
 - d. Purely domestic service or solicitation, in competition with US operators, is not permitted.

C. RESPONSIBILITIES FOR CONUS/OCONUS MOVEMENTS OF AA&E

1. Within the respective AORs, TCCs, Theater CDRs, and the CDR, USTRANSCOM are responsible for:
 - a. Ensuring that the security requirements of this chapter are included in tariffs, tenders, agreements, or contracts for the transportation of sensitive, conventional AA&E.
 - b. Establishing and publishing rules and requirements for in transit security of DOD commercial and unit shipments within their area of operations IAW the requirements of this chapter, and Transportation chapters of DODM 5100.76-M.
 - c. Establishing oversight programs to ensure the adequacy of in transit security provided DOD shipments by commercial carriers.
 - d. Coordinating with USTRANSCOM and its components AMC, SDDC, and MSC, developing, administering, and maintaining joint transportation security requirements for the commercial movement of AA&E via all modes.

- e. Providing the same or greater protection as that required for CONUS movements to OCONUS AA&E in transit security.
 - f. Providing equivalent compensatory service(s) for in-theater shipments when the TPS required by this chapter is not available.
 - g. Providing transportation security advice and assistance to TOs and carriers.
 - h. Monitoring carrier compliance with TPS requirements.
 - i. Investigating transportation security incidents and accidents within assigned AOR.
 - j. Ensuring that shipping activities comply with DOD transportation security procedures for shipments requiring TPS.
2. The TO:
- a. Conducts advance shipment planning.
 - (1) TOs will conduct positive, advance shipment planning that includes liaison with the destination/consignee TO, carrier, and the SDDC Operations Center to effect the safe, secure, and efficient transport of AA&E, and classified SECRET, CONFIDENTIAL, and CCI shipments.
 - (2) Contact the destination activity to confirm they have the ability and intent to receive and secure the shipment.
 - (3) Annotate the line item remarks on the BL and supporting documents correctly to identify the commodity, CAT, HAZMAT information and certification, required TPS, shipper, and receiving activity emergency contact information.
 - (4) Coordinate with the local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. Minimum standard mitigation measures will be executed IAW FPCON (see FPCON charts, [Table 205-1]). However, additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. Risk assessments will be reviewed and updated as warranted by changing situations.
 - (5) Provide a copy of the BL to SEV personnel.
 - (6) Ensure all personnel who accept, handle, package or ship classified material have a security clearance equal to or greater than the material being handled. Refer to Paragraph D.2.a for exceptions when cleared escorts are used. Any Government employee (civilian or military) assigned duties that include responsibility for the control, accountability, and shipment of AA&E, will undergo security screening IAW screening requirements developed by the Service. Any Government employee (civilian or military) operating a vehicle or providing security to Risk CAT I, II, or classified AA&E will, as a minimum, have been the subject of a favorable National Agency Check (NAC) or Entrance National Agency Check (ENTAC).

b. Route AA&E shipments as follows:

- (1) The shipper must identify a DD, for AA&E shipments moving under SNS, consistent with the standard transit times identified in Chapter 202, Figures 202-12 and 202-13. The standard transit times are the maximum times AA&E shipments will be allowed to transit between origin and destination. Henceforth, the DD will be considered as the date by which AA&E shipments must be delivered by the carrier unless a RDD is annotated.
- (2) The shipper must provide a RDD to identify AA&E shipments that require a transit time shorter than the maximum allowed time identified in Chapter 202, Figures 202-12 and 202-13. The RDD will be annotated in the remarks block on the shipping documentation. If an RDD is cited, the RDD will be considered as the date by which AA&E shipments must be delivered by the carrier.
- (3) The shipper must proactively coordinate the DD or RDD between the destination and the carrier and will include the DD or RDD, destination operating hours, and any delivery restrictions on the BL. Installations are reminded that it is imperative that installation information listed in the TFG is kept current.
- (4) The shipper must execute an advance REPSHIP via FAX, e-mail, or message IAW Paragraph L.
- (5) The shipper will verify the operational status of the DTTS monitoring system, prior to loading. Verification will consist of a visual examination of the DTTS message display unit which, when operative, will display the signal "DTTS on" either by itself or in addition to other printed dispatch instructions. The munitions carrier driver, when practicable, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipper personnel to observe the "DTTS on" message without having to climb aboard the cab of the motor vehicle. The status of the DTTS system check will be recorded on page 1 of DD Form 626, Item 14 (See Figure 204-13). A DTTS monitoring system found to be defective must be corrected prior to loading. If the DTTS monitoring system can not be repaired, shipments will not be loaded on the vehicle.
- (6) The shipper may monitor the in transit status of their outbound AA&E shipments using a variety of methods. Methods available include the following:
 - (a) DTTS generated reports. To obtain DTTS generated reports, contact the DTTS program manager, Mr. Mario Harley, DSN: 354-6059, Commercial: 301 744-6059, or email Mario.harley@navy.mil.
 - (b) Intelligent Road/Rail Information Server (IRRIS). IRRIS is an online ITV tool for tracking DOD AA&E shipments on a geographical information system. IRRIS can be accessed through the Internet Explorer unclassified web at <https://www.iris.tea.army.mil/>. The IRRIS is password protected; a log-in ID and password may be obtained from Mr. Paul Allred, DSN: 826-4644, Commercial: 757 599-1190, or email paul.allred@tea.army.mil; or Mr. Marc Barthello, DSN: 826-4313, Commercial: 757 599-1181, or email marc.barthello@tea.army.mil.

- (7) Route shipments of Top Secret and other sensitive material which requires courier escort via DCS. This may include Secret, classified/sensitive, or unclassified/sensitive material, both CONUS and OCONUS.
- (a) The DCS can transport up to and including TOP SECRET material.
 - (b) The DCS provides secure, worldwide movement of classified and sensitive national security material requiring courier escort in support of the DOD, the Department of State, Federal Agencies, NATO, US Allies, and US government contractors through an international network of couriers and courier stations.
 - (c) Courier stations provide service to areas where SOFAs or similar agreements ensure that border clearance officials admit such material free of duty and without examination. The DCS and the Diplomatic Courier Service (under the Department of State) maintain close liaison and interoperability to minimize duplication of service and provide delivery of DCS courier material into those areas where DCS cannot provide service.
 - (d) Shipments are transported via various conveyances including, but not limited to, military airlift, US-flag commercial airlift, government-chartered aircraft and military/commercial vehicles. In all instances, security of material is of paramount importance, maintained through a combination of means, to include restricted handling, use of accredited facilities, and continuous accountability for material in the DCS system.
 - (e) Two directives govern DCS operations: DOD Directive 5200.33, at http://www.fas.org/irp/doddir/dod/d5200_33.htm and DOD 5200.33-R, Defense Courier Service Regulation, http://www.dtic.mil/whs/directives/corres/pdf/520033r_0195/p520033r.pdf, provide customer guidance, and DCS 5200.2, DCS Customer Service Manual. Contact the DCS at <http://www.dcs.ftmeade.army.mil/publicweb/default.aspx> for further information.

c. Receive/receipt shipments as follows:

- (1) The receiver may monitor the in transit status of their inbound AA&E shipments using the available methods identified in Paragraph C.2.b(6) above.
- (2) IAW Paragraph O.7.e, after receipt of shipment and completion of the DD Form 1907, Signature and Tally Record, Figure 205-1, or a carrier form, the receiver will furnish the delivery carrier with the original form for their records. In lieu of the DD Form 1907 record, upon approval, carriers may offer an Electronic Signature Service that shows the movement of shipments through the carrier's system as recorded by various electronic scans. Payment for the completed security service will be included in PowerTrack. If the receiver has reason to believe that the security service was not performed, the receiver will notify the carrier in writing and advise the shipper to remove payment for the service. The receiver will implement TDR procedures IAW Chapter 210.
- (3) The receiver must note any and all discrepancies associated with the movement of AA&E shipments. A TDR must be executed IAW Chapter 210. The consignee TO will

ensure that the local station security office or Provost Marshall is notified in the event of a suspected security breach or compromise when the TDR involves a TPS violation.

- (4) Installations reporting carrier performance issues may contact the SDDC Operations Center at Commercial: 757 878-7511 or DSN: 826-7511.
- (5) The consignee must notify the SDDC Operations Center when any CAT I-IV or Uncategorized (UNCAT) Division 1.1, 1.2, and 1.3 shipments of AA&E moving under SNS, is not received within 12 hours of the ETA and when a carrier cannot give a reasonable explanation for the delay.
- (6) Refer to the NISPOM for DODIS clearance requirements for the transportation of SECRET and CONFIDENTIAL non-AA&E material by commercial carriers. Issues pertaining to granting, denying, suspending, revoking or terminating facility security clearance and DOD Transportation Security Agreement may be directed to Defense Security Service (DSS) HQ, Regional or Defense Industrial Security Clearance Office (DISCO) offices located on the DSS Web Site: <http://www.dss.mil>.

D. TPS DETERMINATION

1. Material requiring TPS must be shipped IAW minimum-security standards and the current FPCON prescribed in the following:
 - a. Table 205-1. Minimum Security Standards for AA&E Shipments (Motor).
 - b. Table 205-6. Commercial Rail Carrier FPCONs Normal, Alpha, and Bravo.
 - c. Table 205-7. Commercial Rail Carrier FPCON Charlie.
 - d. Table 205-8. Commercial Rail Carrier FPCON Delta.
 - e. Table 205-9. Contingency Commercial Rail Carrier CJCS Crisis Action Planning - Phase III (Warning Order).
 - f. Table 205-10. Contingency Commercial Rail Carrier CJCS Phase V (Execution Planning).
 - g. Table 205-11. Contingency Commercial Rail Carrier CJCS Phase VI (Execution).
 - h. Table 205-12. Minimum Security Standards for AA&E Shipments (Container on Flat Car (COFC)) (All FPCONs).
 - i. Table 205-13. Minimum Security Standards for AA&E Shipments Rail (Carload) (All FPCONs).

- j. Table 205-14. Minimum Security Standards for AA&E Shipments (Air) (All FPCONs).
 - k. Table 205-15. Minimum Security Standards for AA&E Shipments (Water) (All FPCONs).
 - l. Using Table 205-2, determine risk and requirements for protection of inert and training ordnance and sensitive non-ordnance assets.
 - m. Ensure shipments requiring TPS are only released to approved carriers that provide the level of service.
 - n. For air, instruct the carrier to load TPS shipments to preclude access by passengers and crew while in flight.
 - o. Request routing instructions from the TCC or theater CDR for all export and import TPS shipments.
 - p. Forward AA&E shipments under the measures prescribed in Table 205-2.
2. Release classified shipments as follows:
- a. SECRET shipments must be tendered to cleared carriers that provide Protective Security Service (PSS) prescribed in Table 205-3. When a cleared carrier is not available, shipments may be made by an approved carrier that is not cleared, provided the shipment is in the custody of escorts or couriers cleared for SECRET.
 - b. CONFIDENTIAL shipments must be tendered to carriers that provide CIS. As an alternative, cleared escorts may be used. See Table 205-3 clearance requirements regarding CONFIDENTIAL AA&E shipments.
 - c. The DOD BPA awarded-carriers under the GSA schedule are approved to transport SECRET and CONFIDENTIAL packages. See Paragraph T for further discussion.
 - d. For classified shipments to/from OCONUS locations, the only routing options are AMC, DCS and United States Postal Service (USPS) registered mail within the APO and FPO mail system (see Paragraph W).
 - e. Confirm current SECRET clearance for commercial/contractor drivers prior to releasing AA&E. The current facility clearance of the commercial carrier may be obtained from the DSS, DISCO, 2780 Airport Drive, Suite 400, Columbus, Ohio 43219-5000, by commercial telephone 888 282-7682 or via the Internet at the DSS Central Verification Authority Web address: <http://www.dss.mil/infoutl/index.htm>. Commercial carrier driver personnel clearance status may be verified by the cleared commercial carrier via a Visit Authorization Letter IAW DOD 5220.22-M, National Industrial Security Program Operating Manual (NISPOM), Chapter 6.
 - f. Confirm the presence of an operational communication system capable of obtaining emergency assistance.
 - g. Secure package material requiring TPS IAW packaging regulations.

- h. Mark and label TPS material IAW MIL-STD-129. Marking and labeling information can be found at the following web site:
<http://assist.daps.dla.mil/docimages/0003/51/85/STD129P.PD8>. Restrictions on marking are found in Paragraph I.
- i. Before releasing a shipment requiring TPS, ensure the driver possesses a valid operator's license, medical examiner's certificate, employee record card or similar document with the driver's photograph, a route plan as prescribed by 49 CFR, Part 397, and certification of Hazard Class/Division 1.1, 1.2, or 1.3 explosives safety training, if applicable. The TO must be able to verify a driver's affiliation with the carrier named on the BL.
- j. Prepare an advance REPSHIP message (See Figure 204-9), a FAX copy of the BL is a suitable substitute for the message. The REPSHIP notification must be completed within two hours of the shipment's departure.
- k. Enter AA&E shipments moving under SNS (See Paragraph O.6) in the DTTS before the carrier is released.
- l. Provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.
- m. Ensure the BL is annotated with DTTS instructions (i.e., destination TOs report to DTTS and the origin TO to verify receipt of CAT I and II shipments within four hours of arrival).
- n. CAT I and II AA&E will be delivered directly to the destination -- no stop-offs permitted. Exception. Split pickup and delivery at more than one location within the confines of the same installation or facility is permitted.
- o. Pre-plan and coordinate the shipment delivery with the destination.
- p. Route Security Risk CAT I and II AA&E via a single carrier providing door-to-door service.
- q. POV either on or off the installation is prohibited from carrying, moving, or storage of AA&E.

E. RISK CATEGORY DETERMINATION FOR SENSITIVE AA&E

- 1. Determine risk categories for specific sensitive material items by using the following guidance or contact phone numbers:
 - a. For Army-Sponsored Shipments: Army Master Data File (AMDF) or AR 190-11, Physical Security of Arms, Ammunition, and Explosives. POC telephone numbers for JMC managed material are Commercial: 309 782-6805 or DSN: 793-6805. POC telephone numbers for the US Army Aviation and Missile Command (AMCOM)-managed material are Commercial: 256 876-1155 or DSN: 746-1155.
 - b. For Navy or Marine Corps-Sponsored Shipments: Naval Sea Systems Command (NAVSEA) SW020-AC-SAF-010. POC telephone number for the Naval Ordnance Safety and Security Activity (NOSSA) are Commercial: 301 744-6055/6 (ext 109 and 110) or DSN: 354-6055/6.
 - c. For Air Force or DLA-Sponsored Shipments: DODM 5100.76-M.

- d. Utilize Table 205-4 and Table 205-5 as a quick cross-reference of codes to categories and examples of AA&E shipment categories.

F. RISK ASSESSMENT FOR NON-SENSITIVE INERT AND TRAINING ORDNANCE AND SENSITIVE NON-ORDNANCE ASSETS

1. Risk assessment, as used in this chapter, is a means to determine the risk and requirements for protection of inert and training ordnance, and sensitive non-ordnance assets that do not require a TPS under the Risk Assessment Table, Table 205-2. The TPS prescribed in that table are optional during FPCON NORMAL through BRAVO but are mandatory during FPCON CHARLIE and DELTA. These recommendations pertain to normal peacetime shipments. During periods of heightened risk, additional security measures may be required to provide adequate in transit protection.
 - a. Ordnance is defined as articles, explosives, chemicals, pyrotechnic and similar stores, e.g., bombs, guns and ammunition, flares, smoke, napalm.
 - b. Inert ordnance is a condition of munitions or component thereof that contains no explosive, pyrotechnic, or military chemical agent. An inert ordnance asset never has an operational warhead.
 - c. Training ordnance is non-tactical munitions used for military indoctrination and/or training purposes. Training ordnance may be inert or it may contain components that have pyrotechnic and/or explosive content. Part and parcel to the shipment planning process, shippers must consult relevant Service technical manuals to distinguish between inert training ordnance and training ordnance that has pyrotechnic and/or explosive ingredients.
 - d. Sensitive non-ordnance items are those that do not have minimum protection specified in existing regulations but may be sensitive for transportation via commercial carrier.
2. Protection of DOD assets in transportation must be based on a realistic assessment of the associated risks. The goal is to prevent loss, theft, vandalism, or damage in transit. Performing risk analysis allows the user to prioritize assets so that transportation protection can be applied in the most efficient and cost effective manner possible.
3. DOD asset types described herein and potentially at risk include:
 - a. Inert and Training Ordnance.
 - b. Sensitive non-ordnance assets.
4. Risk Management is composed of the factors of criticality, vulnerability and threat to assets and personnel engaged in an operation. Risk Management utilizes mitigating measures to either reduce the risk to assets and personnel engaged in an operation or accept the associated risk.
 - a. Criticality. The value or importance of the asset to the user and the Service, Agency or DOD. The risk level increases with increasing criticality in the risk analysis model.
 - b. Threat. Potential terrorist, criminal or foreign intelligence activities targeting DOD Service personnel, facilities, and/or operations. The risk level increases with increasing threat levels in the risk analysis model.

- c. Vulnerability. The characteristics of a system that cause it to suffer a definite degradation as a result of having been subjected to a certain level of effects in an unnatural hostile environment. The risk level increases with increasing vulnerability in the risk analysis.
 - d. Mitigation measures. Programs and related actions taken to manage the risk to assets or personnel involved with supporting an operation. The risk level decreases with increasing focused mitigation measures in the risk analysis model. Risk cannot be avoided with AA&E shipments, but can be managed to achieve the lowest level of acceptable and cost-effective risk.
5. Risk Category Determination. The Risk Assessment Table in Table 205-2 may be used to evaluate the risk and associated TPS for inert and training ordnance and sensitive non-ordnance assets that do not require protection under Table 205-6 through Table 205-15. To determine whether assets have already been assigned CATs for transportation, consult publications and POCs listed in Paragraph E.
 6. Risk analysis procedure. The following procedure will be applied to determine the TPS for inert and training ordnance and sensitive non-ordnance assets being considered for protection (include those under development and production, as well as those in the existing supply system):
 - a. STEP 1: Match the shipment with the asset category in the Risk Assessment Table, Table 205-2. If an item does not clearly fall within an identified asset category, find the closest match when considering category, value, likely aggressors, and public concern.
 - b. STEP 2: Determine the TPS (if any) in the table. If an item(s) to be shipped falls in more than one asset category, select the most stringent TPS.

Example: A shipment for motor transportation contains inert ordnance; more than 100 lbs, and it is also a high dollar item. The most stringent TPS is CIS because of its high dollar value. Therefore, use CIS for this shipment.

G. SMALL SHIPMENTS OF AA&E

1. Transportation requirements for small quantities of small arms and small arms ammunition:
 - a. Small quantity shipments are individual shipments of 15 or fewer small arms Category II through IV and M-16 rifles (to exclude .50 Caliber rifles and above), or 200 pounds or less of sensitive CAT IV ammunition by commercial carrier providing CIS (as the only required transportation protective service) when placed in a locked and sealed container, and the size, weight, and safety factors meet the carrier requirement. The container must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935). For additional security measures, the shipper may employ a cable seal (NSN: 5340-00-084-1570). Seal checks and inspections for evidence of breakage or tampering will be made part of regular CIS surveillance procedures. Express BPA carriers that meet the DOD requirements for CIS may be used for the CONUS-only movement of small arms, including M-16 rifles, provided they maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record. Shippers will not annotate markings of any kind that indicates the nature of the contents on the outside wrapper or container of any mail piece containing firearms. The container must be marked to a specific person by name for signature and weapon shipments must be delivered overnight. An acceptable alternative to CIS for arms is the use of registered mail (return receipt requested) when the size and weight meet USPS requirements. Small arms and missile components

(excluding ammunition and explosives) may be sent by registered mail (return receipt requested) when the size and weight meet USPS requirements.

- b. Small quantity shipments of sensitive CAT IV ammunition of shipments of 200 pounds or less may be sent by commercial carrier providing CIS (as the only required transportation protective service) when loaded in a locked container, and the size, weight, and safety factors meet the carrier requirement.
 - (1) If the selected mode is LTL, shipments must be over-packed to a minimum of 200 lbs.
 - (2) Highway shipments placed in a closed and locked conveyance, locked container/ DROM or similar equipment does not require over-packing.
 - (3) For air shipments, each carrier will specify weight limitations and procedures for shipping munitions or other HAZMAT (see Chapter 204) and 49 CFR.
- c. Placards are not required on a transport vehicle or freight container with less than 454 kg (1,001 pounds) aggregate gross weight of 1.4S material. However, shipping papers, marking, labeling, and emergency response information are required. In addition, placards are not required on a transport vehicle or freight container for 1.4S materials that are not required to be labeled as ORM-D material.
- d. All sensitive AA&E will require a DD Form 1907.
- e. Shipments of UNCAT/UNCLAS Division 1.4 ammunition and other UNCAT 1.4 items (all compatibility groups) up to a maximum net mass of 400 kg (882 pounds) of the 1.4 component, less packaging and packaging materials, may be shipped as non-bulk.
- f. Small Shipments of UNCAT/UNCLAS Division 1.4 ammunition and other UNCAT 1.4 items may be shipped as single packages provided each package is over-packed to a minimum of 200 pounds IAW DODM 5100.76-M and Military Surface Deployment and Distribution Command Freight Traffic Rules Publication No. 1C (MFTRP No. 1 [current version]), Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Motor Carrier.
- g. An acceptable transportation alternative to CIS for small quantities of CAT IV small arms ammunition is to ship via a DOD BPA awarded carrier under the GSA Multiple Award schedule and within the contract's size, weight limitations, and subject to the following conditions:
 - (1) Ammunition is less than .50 caliber.
 - (2) Individual requisitions are limited to 4,000 rounds or less.
 - (3) Ammunition will be packed in unit packages of 4,000 rounds or less, each package not to exceed 150 pounds.
 - (4) No more than five packages or 20,000 rounds will be shipped per each conveyance and each package must be destined for a separate consignee.

- (5) Shipments of ammunition and explosives placed in a closed, locked vehicle, or locked containers, such as a DROM or similar equipment, and shipments awarded to the DOD BPA carriers do not require overpacking.
- (6) Cartridge Activated Devices (CAD) 1.4S – Not to exceed 200 lbs.
- (7) All other conditions of the BPA contract must be adhered to including those associated with the transport of dangerous goods by commercial air as published in current editions of IATA and ICAO regulations.

NOTE: Use of the BPA option is prohibited for higher CATs of AA&E.

2. Shipment of arms parts such as barrels and major subassemblies will be afforded at least the same protection as CAT IV arms.

NOTE: The frame or receiver constitutes a weapon and will be shipped according to the requirements of applicable CAT.

3. Exceptions packaging containing 1.4S ammunition reclassified as ORM-D must be tagged or marked on at least one side with the ORM-D designation immediately following or below the proper shipping name of the 1.4S material. ORM-D for CONUS-only may be authorized IAW 49 CFR 172.316, Packagings Containing Materials Classed as ORM-D. Maximum gross weight is limited to 30 kg (66 pounds) per package. All other ammunition/explosives packaging must be marked with EX-number or the national stock number issued by the DOD.
4. Handguns in small quantity (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD 250 (See Figure 210-15) or a DD 1149 (See Figure 203-1).

- a. Handguns shipped directly to O6 or above must meet the following requirements:

Addressee

Officer (O6 or above) of Army, Navy, Air Force, Coast Guard, Marine Corps, or organized reserve corps

Officer of National Guard or militia of a state, district, or territory

Affidavit Requirements

Mailable with affidavit signed by addressee and certificate signed by commanding officer

- b. No marking of any kind that indicates the nature of the contents may be placed on the outside wrapper or container of any mail piece containing firearms. Mailable matter must be properly and securely packaged within the general packaging requirements in Domestic Mail Manual, Section C010, General Mailability Standards.
 - c. PS Form 1508, Statement by Shipper of Firearms (Figure 205-2), must be completed by the person who deposits firearms for mailing. The form must be filed with the postmaster of the post office of mailing.
5. Table 205-16 summarizes Hazard/Class (H/C) and SRC requirements regarding shipments of sensitive and non-sensitive, Division 1.4 items.

H. SEALING OF MOTOR CONVEYANCES

1. Shippers will apply DOD-approved seals on motor shipments of material requiring TPS when use is prescribed in Table 205-1 or Table 205-2. An express air carrier's motor vehicle transporting shipments on local pickup or delivery service must be locked but is not required to be sealed. Seal application by the shipper does not constitute a request for exclusive use of vehicle.
2. The carrier may remove the shipper seal in an emergency or at stop-off points, including SDDC-authorized carrier terminals, and replace it with an equivalent seal. When the seal is replaced, the carrier must use a DOD-approved seal and annotate the new seal number on the BL (See Paragraph H.4).
3. The TO may remove shipper seals at stop-off points or for emergency purposes and replace with seals meeting DOD requirements.
4. When a seal is replaced by a carrier or TO for any reason, the following information must be entered on the BL:
 - a. Name and, when available, badge number of person requiring seal to be removed.
 - b. Replacement seal number.
 - c. Date and time replacement seal applied.
 - d. Reason for replacement.

I. PACKAGE MARKINGS

1. Detailed procedures for applying shipment markings are specified in MIL-STD-129, see web site <http://assist.daps.dla.mil/docimages/0003/51/85/STD129P.PD8>.
2. Do not mark exterior containers to indicate the security classification or TPS required. However, when a shipment goes by military airlift, DD Form 1387-2, Special Handling Data/Certification,

SPECIAL HANDLING DATA/CERTIFICATION

| | | |
|--|------------------------------------|-------------------------------|
| 1. ITEM NOMENCLATURE | 2. NET QUANTITY PER PACKAGE | 3. TRANSPORTATION CONTROL NO. |
| | 4. CONSIGNMENT GROSS WEIGHT | 5. DESTINATION |
| 6. SUPPLEMENTAL INFORMATION | | |
| This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT! (Complete applicable blocks below) | | |
| 7. DTR REFERENCE | | |
| 8. HANDLING INSTRUCTIONS | | |
| 9. ADDRESS OF SHIPPER | 10. TYPED NAME, SIGNATURE AND DATE | |

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved/OMB No. 0704-0188

3. Figure 205-3, must show the TPS required in Block 6.

- a. When shipments require TPS, enter the degree of protection required, e.g., “Constant Surveillance and Custody Service” in the Supplemental Information Block of the DD Form 1387-2. Also enter the weight of the shipment, TCN, and destination DODAAC/MAPAC. Attach one copy of the DD Form 1387-2 to each container. Forward three additional copies to the originating air terminal in a waterproof envelope attached to the number one container.
 - b. When shipping material that is classified and none of the entries are classified, prepare and distribute the DD Form 1387-2 in the same manner as for unclassified. When any of the entries are classified, complete one copy of the DD Form 1387-2, including essential classified data. Instructions for completing the DD Form 1387-2 are located in Figure 205-4. Instructions for completing DD Form 1387-2 for classified shipments and distribution information are located in Figure 205-5.
4. When shipping material that is both classified and hazardous, the shipper prepares and distributes a Shipper’s Declaration for Dangerous Goods, (See Figure 204-7). When any of the entries are classified, the shipper completes one copy of the Shipper’s Declaration for Dangerous Goods, including essential classified data. For classified shipments transported via military air, the shipper must:
 - a. Complete the signed original in detail, including essential classified data, and attach to the aircraft CDR’s copy of the manifest that is placed on the aircraft. Once the classified information is applied, the Shipper’s Declaration for Dangerous Goods must carry the same classification as the highest classification of the entered information. This classification is valid until the classified Shipper’s Declaration for Dangerous Goods is detached and handled according to security regulations.
 - b. Complete the station file copy in detail except for the classified information. Enter the following statement in the Additional Handling Information Block: “See aircraft commander’s copy of Shipper’s Declaration for Dangerous Goods for complete information.”
 - c. Place one certification form without classified information in a waterproof envelope and attach it to the number one piece of the shipment.

J. REQUEST FOR ROUTING

When requesting route orders from the TCC or theater CDR, in addition to information required by Chapter 202, TOs must also provide the identity of materials and risk categories. All shipments of AA&E requiring voluntary commercial carrier tenders (excluding DLA), will be submitted through automated shipper systems no later than 48 hours prior to shipment pick-up. Any emergency CAT I and II shipment that requires expedited pickup within the 48-hour threshold must be immediately coordinated with the SDDC Operations Center: Commercial: 757 878-7555/8141 or DSN: 826-7555/8141 or the Carrier Assistance Hot Line: Commercial: 800 524-0331.

K. BL

1. When classified or sensitive ammunition or explosives are shipped by motor carrier, and SEV is used, SEV personnel performing the service will be provided with a duplicate copy of the shipping papers and instructed to keep these papers in their custody.
2. The shipper and carrier who received a shipping paper must retain a copy or an electronic image thereof, that is accessible at or through its principal place of business and must make the shipping

paper immediately available, upon request, to an authorized official of a Federal, State, or local government agency at reasonable times and locations.

3. For hazardous waste, a copy of each shipping paper must be retained for three years after the initial carrier accepts the material for shipment. For all other HAZMAT, a copy of each shipping paper must be retained for 375 days after the initial carrier accepts the material for shipment. For radioactive materials, shipping papers associated with shipments and receipt of radioactive materials must be retained for three years, IAW Title 10 CFR Part 30. Each shipping paper copy must include the date of acceptance for shipment by the initial carrier. The date on the shipping paper may be the date a shipper notifies the carrier that a shipment is ready for transportation, as indicated on the waybill or BL, as an alternative to the date the shipment is picked up, or accepted, by the carrier. Shipping papers must also be retained IAW this section or by Service/Agency regulatory requirements if the latter are more stringent than the requirements above. Services/Agencies are not authorized to prescribe less stringent requirements than in this regulation.

L. ADVANCE REPSHIP

A REPSHIP is required for all material with a TPS. A REPSHIP is required for all shipments CONUS to CONUS, Export from CONUS, and shipments from all overseas locations. CONUS to CONUS shippers may utilize IRRIS to transmit a REPSHIP to the final destination. All other DOD shippers will utilize an automated means to transmit a REPSHIP to the final destination. Use of web sites as a repository of REPSHIP data or as a central point to display notification information is not authorized. A REPSHIP must be sent to the consignee no later than two hours after a shipment's departure. A REPSHIP will be prepared in one of the approved formats. Approved formats include either a message (See Figure 204-9) or a copy of the BL. All consignees will establish and maintain suspense lists to ensure timely receipt of the material. The minimum period to maintain suspense lists for audit purposes is 90 days.

M. UNIT MOVES

1. Commercial carriers will normally be used to transport unit AA&E. However, when training or operational necessity dictates the use of organic vehicles, procedures outlined below will be used. Prior to movement, consult Service security and mobility regulations.
 - a. Unit moves will comply with the provisions of this regulation and Part III, Chapters 302, 303, and Appendix C.
 - b. Moves involving MOV not equipped with satellite monitoring will use two drivers equipped with two means of communications capable of obtaining back-up security support during emergencies.
 - c. Personnel performing unit moves in MOV do not require security clearance except for those personnel involved in protecting classified items. Personnel providing security for classified items must hold the requisite clearance for the item protected.
 - d. Use of convoy escorts will be as directed by the unit CDR.
 - e. Unit movement of arms, ammunition, and explosives will be IAW with policy and standards established by the Services.

2. When commercial carriers are used to transport sensitive weapons and ammunition of the same caliber, the following criteria applies:
 - a. The weapons and the ammunition will not be combined in the same package.
 - b. Separate packages of weapons and ammunition will not be combined on the same pallet unless:
 - (1) The shipment consists of only one pallet;
 - (2) Only one vehicle is used for the shipment.
3. Shippers cannot reduce the level of TPS required for the following items without the prior approval of the project or item manager. However, shippers can always use protective services above and beyond what is required by the project or item manager.
 - a. The Project Manager of the Brigade Combat Team, US Army Tank-automotive and Armaments Command (TACOM) has assigned Strykers Security Risk Code 3 (CAT III). These vehicles require DDP and SNS services.
 - (1) If the vehicles are completely stripped of all weapon components, e.g., crew-served weapons, or sensitive equipment contained on the Stryker at the time of movement, and the TO can verify and certify in writing that no weapons or sensitive items are contained with the shipment, then the Stryker vehicles can be shipped DDP. The TO must attach the certification to the BL.
 - (2) Carriers must not broker any shipment which requires TPS. Brokerage includes carriage obtained through freight forwarders, shipper agents, and shipper associations. As stated in Military Surface Deployment and Distribution Command Freight Traffic Rules Publication No. 1 (current version), Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Motor Carrier, Item 2, “Any carrier found to be involved in the brokerage of shipments requiring TPS, as defined by the Department of Transportation [DOT], of DOD freight traffic will have its approval revoked”.
 - b. For M1-Series Abrams tanks without skirts or turrets, DDP and SNS is required.
 - (1) Skirts or Turrets by themselves are also considered secret and must be shipped with PSS and SNS.
 - c. Avengers and Bradleys shipped with mountable weapons or secret/classified components require a TPS dependent upon the Security Risk Code and Category of the contents. At a minimum, these vehicles require DDP and SNS services.
 - (1) If the vehicles are completely stripped of all weapon components, e.g., crew-served weapons, turrets, or sensitive equipment contained on the Avenger and Bradley at the time of movement, and the TO can verify and certify in writing that no weapons or sensitive items are contained with the shipment, then the Stryker vehicles can be shipped DDP. The TO must attach the certification to the BL.

- d. TACOM Special Program Office requires Protective Security Service (PSS) and SNS service are required for shipments of M1-series Abrams tanks with skirts and turrets. Skirts or turrets by themselves are also considered SECRET and must be shipped with PSS and SNS. However, if M1-series Abrams tanks are shipped without skirts or turret, the tank no longer requires PSS, but still requires DDP and SNS as the tank is now treated as an SRC III shipment.
4. Carriers must not broker any shipment which requires TPS. Brokerage includes carriage obtained through freight forwarders, shipper agents, and shipper associations. As stated in SDDC MFTRP 1 (Current Version), Item 2, "Any carrier found to be involved in the brokerage of shipments requiring TPS, as defined by the Department of Transportation [DOT], of DOD freight traffic will have its approval revoked".
5. Installations protect themselves against the use of brokered carriers by the act of specifying the TPS required by their shipment. Doing so ensures that only DOD-approved carriers which are also authorized to provide TPS will have access to the bids.

N. TARPAULIN REQUIREMENTS

1. When specifically required by the DOD activity, using a flat bed trailer, flat-rack container, or similar open equipment to transport AA&E, the load must be completely covered by a tarpaulin. The requirement for use of a tarpaulin will be annotated on the BL.
2. The tarpaulin used must be fire and water-resistant and be securely fastened by the carrier to the trailer to protect the load.

O. TPS DESCRIPTIONS AND STANDARDS

This section contains an overview of TPS descriptions and standards. Detailed descriptions and standards for TPS are contained in MFTRP No. 1 (current version). For Rail detailed descriptions and standards are contained in MFTRP 10 (current version). Both rules publications are available on SDDC's website at <http://www.sddc.army.mil>. The table located at Table 205-17 provides the three-digit ANSI codes.

1. Constant Surveillance and Custody Service (CIS). CIS requires constant surveillance and custody of a shipment by a qualified carrier representative. CIS is required for CONFIDENTIAL shipments and for small quantity movements of CAT IV small arms and small arms ammunition.
 - a. For motor shipments, carriers providing CIS must:
 - (1) Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.
 - (2) During brief stops, ensure a qualified carrier or terminal representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 25 feet of the vehicle with the vehicle in full, unobstructed view.
 - (3) During lengthy stops, ensure the vehicle is parked only at a carrier terminal approved by SDDC for the CAT of AA&E as meeting the standards prescribed in MFTRP No. 1 (current version). As an alternative, the vehicle may be located in a secure holding area on a DOD installation or DOD contractor facility as required by FPCON in Table 205-1 and defined in Paragraph Q.

- (4) When motor transport service is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.
- b. For air shipments, carriers providing CIS must:
 - (1) Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.
 - (2) For parked aircraft with TPS material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines or on a military installation or DOD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for PSS or CIS. As an alternative to observation, the shipment may be placed in a secure holding area IAW Paragraph V.
 - (3) Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight. Observation is required during loading and unloading operation and at any intermediate stops along the flight route.
2. Dual Driver Protective Service (DDP). DDP requires continuous attendance and surveillance of a shipment by two qualified drivers. Both drivers must possess or be in the process of obtaining a secret clearance. Drivers cannot be used for these shipments if their applications have not been submitted, been rejected, or denied under the DODIS Program. For non-SECRET CAT III/IV/UNCAT Div 1.1, 1.2, or 1.3 shipments, the shipper is required to request DDP for all FPCONs NORMAL thru CHARLIE. Carrier drivers providing DDP must:
 - a. Maintain a DD Form 1907, or equivalent, carrier-furnished signature and tally record.
 - b. Meet the TPS requirements specified within this chapter.
 - c. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.
 - d. Driver SECRET clearance application will expire 90 days following submission of the initial request when one or both of the following circumstances exist:
 - (1) The initial DODIS background check has not been completed.
 - (2) An interim SECRET clearance has not been granted.
 - e. A driver whose SECRET clearance application has expired cannot be employed in the transport of DOD AA&E or classified shipments.
3. Motor Surveillance Service (MVS). MVS is an optional TPS that requires the carrier driver or dispatcher to provide telephonic vehicle location reports every eight hours. Upon delivery, the driver or dispatcher will call to confirm delivery.
4. Protective Security Service (PSS). PSS requires continuous attendance and surveillance of a shipment by two qualified drivers. PSS is used for SECRET or AA&E shipments as stipulated in Table 205-1. PSS must be provided by a DSS-cleared carrier, qualified by SDDC. Carrier

qualification can be verified by contacting the SDDC Operations Center. For CAT I and II and SECRET shipments, the shipper is required to request Exclusive Use of the Vehicle (EXC) in addition to PSS. At FPCON Delta, PSS will be used IAW Table 205-1. Cleared and qualified carriers furnishing PSS must:

- a. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, constant, and unobstructed view.
 - b. Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.
 - c. Use dual drivers who are SECRET-cleared or have an interim SECRET clearance under the DODIS Program.
 - d. For classified shipments, where time or distance does not permit delivery during the same day of pickup, comply with the following procedures:
 - (1) If the shipment remains in the transportation conveyance, at least one qualified carrier representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. An exception to this policy is for air shipments. Continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.
 - (2) When a shipment is unloaded from a conveyance at a storage site, it must be under the constant attendance and surveillance of a qualified carrier representative or placed in storage in a closed area, vault, or strong room approved by the DSS. Construction standards for closed areas, vaults, and strong rooms are contained in the NISPOM.
 - e. During lengthy stops, ensure the vehicle is parked only at a carrier terminal approved by SDDC for the CAT of AA&E as meeting the standards prescribed in MFTRP No. 1 (current version) or located in a secure holding area on a DOD installation or DOD contractor facility as required by the FPCON in Table 205-1 and defined in Paragraph Q.
5. Security Escort Vehicle Service (SEV). SEV provides enhanced in transit highway safety and security surveillance for DOD shipments of AA&E, sensitive items and HAZMAT originating and terminating at secure DOD/DOD contractor locations. SEV is a TPS consisting of either two trained and certified DOD contractors or trained DOD approved commercial munitions carrier employees with a SECRET clearance or two trained and certified DOD civilian, NNSA personnel, or military personnel with NAC. DOD civilian employees or military personnel may be required to comply with additional clearance, reliability and trustworthiness criteria IAW Service security regulations. SDDC in conjunction with USTRANSCOM will dictate the SEV service provider to be used as stipulated in Table 205-1. Contingency requirements may result in DOD approved commercial munitions carrier employees with one SECRET cleared and one in the process of obtaining a SECRET clearance. SEV personnel who require a clearance cannot be used if their applications have not been submitted, been rejected, or denied under the DODIS Program. A drivers SECRET clearance application will expire 90 days following submission of the initial request when one or more of the following circumstances exist: The initial DODIS background check has not been completed; an interim SECRET clearance has not been granted; or a driver whose SECRET clearance application has expired cannot be employed in the transport of DOD AA&E or classified shipments. The SDDC Operations Center will authorize all

contingency driver requirements. SEV personnel may be armed during periods of enhanced risk, as directed by the CDR, USTRANSCOM. (Table 205-1, Note 15).

- a. The BL will contain emergency response instructions for the cargo and SEV vehicle drivers. DD Form 836 (Figure 204-3) will instruct Government owned vehicle drivers in regards to dangerous goods and emergency response information related to HAZMAT shipping.
- b. Escort vehicles will contain a mobile communications unit capable of contacting state and municipal agencies for emergency assistance and for maintaining local two-way communications with carrier vehicle(s).
- c. Escort vehicle drivers must maintain valid DOD ID card, or carrier-furnished/contractor picture ID that stipulates the level of qualification, e.g., SEV. Carriers and/or contractors will maintain a current roster of all approved SEV personnel at the SDDC Operations Center to facilitate identification and authenticity of SEV personnel.
- d. Authorized escort vehicles are identified in SDDC MFTRP No. 1 (current version). Use of vehicle markings will be as prescribed by the SDDC Operations Center. The SDDC Operations Center will advise TOs and Law Enforcement in advance of all approved SEV vehicle markings.
- e. One SEV can escort one or two load carrying vehicles traveling along the same route in unison from origin to destination. When SEV is provided by a DOD approved munitions carrier, any other DOD approved munitions carrier can provide SEV service for that carrier. SEV personnel will be in a separate escort vehicle. SEV vehicles will not carry loads unless requirements are met IAW MFTRP No. 1 (current version), are an approved SDDC AA&E carrier, and when specifically authorized by the SDDC Operations Center. Contingency requirements may result in a high of a 1:4 ratio of SEV to carrier vehicle. The SDDC Operations Center will authorize all contingency ratios.
- f. Security escort personnel will not be used as a guard force by DOD installations or commercial shippers.
- g. SEV personnel will maintain constant and specific surveillance of the cargo vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During en route stops, at least one of the escort vehicle drivers must maintain a constant, unobstructed view of the cargo vehicle(s) while either remaining in the escort vehicle or being within approximately 25 feet of such vehicle.
- h. SDDC will have the ability to implement changes to the SEV program by initiating interim changes to the DTR, with coordination as noted below. SDDC will coordinate with the Services, DLA, DCMA, and JMC prior to implementing changes in the SEV program. USTRANSCOM J5 will approve all changes prior to implementation. SDDC will issue messages upon any change to the SEV TPS requirements. All approved changes will be published in the next scheduled update to the DTR.

6. Signature and Tally Record Service (675). 675 is not a TPS but requires use of a DD Form 1907 or equivalent, carrier-furnished form to provide for the tracing of a shipment moving under a TPS or other shipments, such as pilferable or high-value shipments.
 - a. 675 meets the standards of the National Security Agency Central Security Service for transportation of CCI.
 - b. Carriers offering electronic tracing of shipments equivalent to the DD Form 1907 must meet 675 requirements without the need to provide paper Signature and Tally (ST) Records. However, the consignee may request a paper-copy record of the tracing history that must be made available by the carrier within 24 hours of the request.
 - c. DD Form 1907 Distribution:
 - (1) The shipper will print two copies, retain one copy and give one to the origin carrier.
 - (2) The origin carrier will deliver one copy with original signatures to the destination carrier.
 - (3) The destination carrier will maintain one copy (reflecting all original signatures). A reproduced completed copy of DD Form 1907 will be provided to the consignee.
 - (4) The consignee will ensure the destination carrier surrenders a reproduced copy of the completed form with all signatures.
 - d. On receipt of TPS material, TOs will compare the DD Form 1907 or carrier-furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 210.
 - e. After receipt of shipment and completion of the DD Form 1907 or a carrier form, the TO will furnish the delivery carrier with the original form for their records. Payment for the completed security service will be included in PowerTrack. If the TO has reason to believe that the security service was not performed, the TO will notify the carrier in writing and advise the shipper to remove payment for the service. The TO will implement transportation discrepancy reporting procedures IAW Chapter 210.
7. Satellite Motor Surveillance Service (SNS). SNS is used for all DDP and PSS TPS shipments. It may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of SNS is for the carrier to provide the DTTS with periodic position location reports, in transit status changes, and electronic emergency situation notification. SNS is managed by the DTTS. Installations/activities may establish DTTS accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office at Commercial: 301 744-6059 or DSN: 354-6059.
8. Rail Armed Guard Surveillance Service (ARG). ARG is a TPS that provides an armed guard to maintain constant and specific 24-hour surveillance on specified rail car(s). As an alternative, guard(s) may escort the rail movement in a separate motor vehicle, providing surveillance is maintained.
 - a. Surveillance will be maintained at all rail stops, including in yards and terminals. All security seals and/or locks will be checked at all stops.

- b. Guards will keep the rail car(s) transporting the shipment under observation during all stops.
 - c. Guards will not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.
9. Rail Inspection Service (RIS). RIS is a Greater Security (GS) TPS performed by rail carriers for in transit inspection of sensitive and pilferable items in a shipment. RIS includes MTX service. Inspection under RIS is external only to assure the integrity of the shipment container or vehicle and the seals and locking devices securing them. RIS is required for the movement of M-1 armor/tanks, night-vision devices, CATs II through IV, and UNCAT/UNCLAS Hazard Class/Division 1.1, 1.2, and 1.3 AA&E. It is optional for tactical and wheeled vehicle movements and for unit or other movements involving pilferable items, such as high-value communication and electronic items. Carriers providing RIS must conform to the rules in SDDC Freight Traffic Rules Publication (MF RTP) No. 10, Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Rail Carrier.
10. Military Guard Personnel (MGP). MGP is a TPS performed by Military Police (MP) or Non-MP soldiers used to accompany and protect DOD AA&E cargo, personnel, and sensitive or classified assets vital to national security as designated by the Installation CDR and approved by SDDC.
11. Military Traffic Expediting Service (MTX). MTX is a rail car tracking service provided by the SDDC Operations Center to keep SDDC informed of the status and location of rail cars during movement from origin to destination. The Association of American Railroads (AAR) is linked to all railroads transporting DOD shipments through the TeleRail Automated Information Network system, which provides physical location information of North American rail equipment. Shippers could use the TRAIN II system to manage inventory, operations, customer service, and planning.
12. Greater Security Service (GSS). GSS is a seal tracing and inspection service performed by rail carriers for in transit inspection of unclassified sensitive items in a shipment. Inspection under GSS is external to detect evidence of forced entry or tampering with seals or securing devices.

P. EMERGENCY HOT LINES

- 1. Emergency and operational contact telephone numbers are contained in Paragraph A.5.
- 2. SDDC Operations Center Hot Lines. TOs or carriers may call the SDDC Operations Center hot line on a 24-hour basis to obtain any type of DOD safety or security advice and assistance. The SDDC lines will be used to:
 - a. Report information concerning any carrier whose practices may not be consistent with the national interest.
 - b. Obtain secure holding area assistance or information.
 - c. Request guidance on securing shipments requiring TPS.
 - d. Report any adverse information concerning movement of shipments requiring TPS.
 - e. Report any non-DTTS incident and obtain emergency response support.

- f. Provide electronic or manually produced passage reports on rail movements.
 - g. Report delays en route of two hours or more for CAT I and II shipments.
3. Notifying POCs. When notified, SDDC Operations Center or DTTS Hot Line personnel will contact the emergency response numbers in Chapter 204, Paragraph F.3.h, and the shipper and receiver when munitions and sensitive ordnance is involved in an accident or incident.

Q. CARRIER ASSISTANCE

- 1. Secure Holding:
 - a. DOD and contractor facilities that meet the AA&E shipping and receiving criteria as published in the TFG are required to assist commercial carriers transporting AA&E, classified materials, and CCI by providing secure holding areas in the interest of public safety and national security. Carriers may seek secure holding during emergencies or other circumstances beyond the carrier's control, for delivery or awaiting shipment loading, or while in transit. When considering carrier requests for assistance, installation CDRs and contractor facility directors must take into account the current FPCON and the security requirements therein as well as any Quantity Distance (QD) safety requirements, depending upon the commodity and NEW of any explosives involved. There are two types of secure holding areas as described below:
 - (1) Secure Explosives Holding Area for Motor Vehicles Transporting Ammunition, Explosives, and Secret material. An area designated for the temporary parking of commercial carriers' motor vehicles transporting DOD-owned AA&E and Secret material. To provide secure holding of CAT I and II AA&E and Secret material, the area must be under constant surveillance or be equipped with Intrusion Detection Systems (IDS)/Closed Circuit Television (CCTV). Secure explosives holding areas must meet site approval requirements of Paragraph C5.5.9, DOD 6055.9-STD, DOD Ammunition and Explosives Safety Standards. The holding of H/C/Division 1.1, 1.2, and 1.3 explosives is permitted at this location and meets the QD requirements at this location.
 - (2) Secure Non-Explosives Holding Area. An area designated for the temporary parking of carriers' motor vehicles transporting Categorized DOD Arms, classified CONFIDENTIAL materials, and CCI. This area must meet the requisite security criteria of Paragraph V but does not require DOD Explosives Safety Board site approval. No siting is required if located outside all QD arcs. If located within a QD arc site, consult Paragraph C5.5.17, DOD 6055.9-STD. The holding of Hazardous Division (HD) 1.4S materials, without regard to QD, is permitted at this location.
 - b. Munitions Carrier Access to DOD Installations in Response to Emergencies/Contingencies and FPCON BRAVO, CHARLIE, and DELTA. Emergency/contingency and FPCON BRAVO, CHARLIE, and DELTA related situations may arise that will require a motor vehicle transporting DOD-owned AA&E to gain expedited secure holding at the nearest DOD installation or DOD contractor facility. Under these conditions, the AA&E-laden motor vehicle will be allowed access, and that vehicle will be escorted to the secure holding area for temporary parking. In the event that the HD and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the CDR or facility director will provide temporary parking accommodations at an alternate location on the

facility that affords maximum QD protection IAW the principle of acceptable risk. If the vehicle contains CAT I or CAT II AA&E, a secure holding area with IDS or CCTV will be required. If such an area is not available, the installation CDR/facility director will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.

- c. During FPCON NORMAL and ALPHA, if for any reason the installation or facility cannot accommodate the carrier's vehicle, the CDR or director is required to assist the carrier in locating the nearest alternate DOD installation or DOD contractor activity capable of providing secure holding.
- d. The carrier dispatcher will notify the SDDC Carrier Assistance Hot Line to obtain secure holding for emergencies or assistance. The carrier dispatcher may contact the SDDC Hot Line or the installation/contractor facility directly for holding in transit, at origin, or at destination.
- e. In transit secure holding is mandated where SDDC-approved carrier terminals are not available for the CATs of AA&E and for all shipments under certain FPCONs, Table 205-1.
- f. Each carrier whose vehicle is granted secure holding must be apprised by the selected activity orally or in writing of their policies such as the following:
 - (1) Granting of secure holding does not relieve the carrier of liability under the BL contract of carriage.
 - (2) The US Government does not assume responsibility for the shipment or carrier equipment so long as terms and conditions of providing secure holding are not inconsistent with those of the BL contract of carriage.
 - (3) It is within the prerogative of the installation CDR/facility director to require carrier personnel to remain with the vehicle to fulfill TPS requirements.
 - (4) The secure holding is strictly temporary in nature and the vehicle must be removed as soon as the installation CDR/facility director or civil authority determines that the shipment is no longer required to remain in the area.
- g. QD-related safety standards are prescribed in DOD 6055.9-STD, as implemented by Service regulations.
- h. Classified SECRET shipments will be afforded the same physical security protection as for CAT I & II AA&E. Classified CONFIDENTIAL or CCI shipments will be provided the same security as CAT IV.
- i. Consult the TFG for information concerning AA&E holding capabilities of specific activities (<https://eta.sddc.army.mil>).
- j. Installation CDRs and DOD contractor facility directors will establish written SOPs for all personnel involved in granting secure holding to carriers. The SOPs will be reviewed periodically for accuracy and completeness regarding all procedures involved to successfully accommodate carrier requests for assistance.

- k. Report problems with carrier abuse of secure holding areas using normal carrier performance procedures (See Chapter 207).

2. Other Assistance:

- a. To promote safety and security, expedite transportation, and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling, installations or activities may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported by carriers.
- b. Shipper-Service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of explosive-contaminated scrap materials.
- c. The carrier must be advised in writing of the following:
 - (1) The carrier may be held responsible for expenses, including salaries and wages paid by the Government, provided for the carrier's account.
 - (2) DOD personnel act and perform as a carrier's agent in providing assistance.
 - (3) DOD personnel assigned to assist a carrier will retain their status as DOD employees and, as such, will be entitled to benefits as provided by law.
 - (4) The Government will not recognize or submit to any action for property damage in connection with such assistance furnished when actual labor supervision or other services are performed at the carrier's request.
- d. Except in an emergency, TOs will advise the carrier in writing of the provisions of Paragraph Q.2.c above. In an emergency, telephonic notification will be followed-up immediately by a fax or other electronic notification. The carrier will be asked to acknowledge the following:
 - (1) Responsibility for performance of the services requested from the Government.
 - (2) Performance of services will not relieve the carrier of tort liability.

3. Payment for Services:

- a. The providing installation or activity will normally absorb the costs associated with providing secure holding during emergencies and for situations beyond the carrier's control. Charges may be applied for provision of holding areas in other routine situations requiring expenditures beyond the norm, such as additional security.
- b. Carriers will not be billed or held responsible for any service performed by DOD personnel that was not requested by the carrier, such as dispatching of representatives to observe lading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.
- c. Collection of money for services rendered will be IAW the proper finance office procedures and shipper-Service regulations.

R. ROUTE PLANNING

1. Carriers will provide route plans for all CAT I and II shipments to the SDDC Operations Center and to the shipper IAW Table 205-1 Note 7. Shippers will coordinate with the SDDC Operations Center to perform coordination with destination, pre-identify SDDC-listed secure holding areas, and provide shipment clearance. Coordination will be performed during the normal routing process. The SDDC Operations Center may direct a shipper to hold a movement for a period of time.
2. The SDDC Operations Center, as part of the normal routing process, will ensure the shippers pre-clear all CAT I and II shipments with the destination activity. Shippers will contact the SDDC Operations Center for prior clearance before releasing shipments of all CATs of AA&E during FPCON DELTA (See Table 205-1). The goal is to avoid placing the carrier and the public at undue risk and to ensure prompt delivery of shipments.

S. SHIPMENT DELAY, MISHAP OR ON-ROAD EMERGENCIES

1. When an on-road emergency occurs, the driver will activate the panic button and will maintain the integrity of all TPS.
2. When notified of an accident or incident en route, the TO must immediately notify by telephone the DTTS/SDDC Operations Center emergency Hot Line.

T. MOVEMENT OF CLASSIFIED SHIPMENTS VIA THE DOD BPA AWARDED CARRIERS UNDER THE GSA SCHEDULE

1. Prior to tendering a shipment to the DOD BPA contractor, the shipper must verify that the DOD BPA contract carrier is approved to tender classified shipments and can provide next-day delivery. This contract applies to the overnight domestic express small package delivery of SECRET and Confidential material to and among contractor facilities and US Government Agencies within the CONUS when overnight delivery cannot reasonably be accomplished by the USPS. Verification of carriers approved under the DOD BPA can be found at:
<https://amc1g.scott.af.mil/don/domexpress/spsindex.htm> or
<http://public.amc.af.mil/business/don/index.htm>.
2. SECRET and CONFIDENTIAL shipments may be moved within the CONUS, Alaska, Hawaii, and Puerto Rico, as specified in the DOD BPA awarded-carriers under the GSA schedule, provided shippers and recipients comply with Federal law, Service restrictions (if any), and classified material handling processes. Classified Communication Security Information, NATO, and foreign government information may not be transmitted under the DOD BPA contract. CCI that is unclassified may be shipped overnight. TOP SECRET shipments must not be moved via the DOD BPA. TOP SECRET shipments can only be moved by DCS, diplomatic pouch, or authorized courier. The following BPA requirements must be met:
 - a. Sensitive CCI and classified shipments that are hazardous, sensitive, or AA&E must not be shipped under the BPA contract.
 - b. Only the current DOD BPA awarded-carriers under the GSA schedule, that are approved to carry SECRET and CONFIDENTIAL shipments, may be used.

- c. The classified shipments must be within the DOD BPA carrier's standard small package size and weight limits.
- d. The carrier must not be told that the shipment is classified.
- e. The shipment must be given to the carrier for next-day delivery. Classified shipments cannot be tendered unless next day service can be provided by the carrier.
- f. The delivery address must be a CONUS DOD activity or a CONUS DOD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, Post Office boxes are not authorized delivery addresses.
- g. Do not use this mode/method to move classified shipments to an AMC APOE for onward channel airlift.
- h. Do not, under any circumstances, release the carrier from having to obtain a delivery signature. Ensure the air waybill, electronic or hard copy requires a delivery signature.
- i. Classified shipments will be double wrapped and placed in a carrier's package. No classified labels, markings, seals or bands will be placed on the outside of the carrier's package.
- j. REPSHIPS via e-mail, fax, message or other electronic means are required for all Army, Navy, Air Force and Marine Corps classified shipments made using BPA carrier(s). (For Air Force TOs, see AFI 24-201 for additional REPSHIP procedures.)
- k. Small quantities of CAT IV small arms ammunition may be shipped via the DOD BPA carrier, subject to the following conditions and within the contract's size, weight limitations:
 - (1) Ammunition is less than 50 caliber.
 - (2) Individual requisitions are limited to 4,000 rounds or less.
 - (3) Ammunition will be packed in unit packages of 4,000 rounds or less; each package must not exceed 150 pounds.
 - (4) No more than five packages or 20,000 rounds will be shipped per each conveyance and each package must be destined for a separate consignee.
 - (5) Shipments of ammunition placed in a closed, locked vehicle or locked containers, such as a DROM or similar equipment, and shipments awarded to the DOD BPA carriers do not require overpacking.
 - (6) CAD 1.4S, not to exceed 200 pounds
 - (7) All other conditions of the BPA contract must be adhered to including those associated with the transport of dangerous goods by commercial air as published in current editions of IATA and ICAO regulations.

NOTE: The use of the DOD BPA option is prohibited for shipments of higher categories of AA&E.

U. RETROGRADE SHIPMENTS

DOD CONUS and inter/intratheater retrograde movements to a repair or storage facility will comply fully with the security provisions of this chapter.

V. SECURITY STANDARDS FOR SECURE HOLDING AREAS FOR AA&E

1. Military and DOD contractor standards for secure holding are contained in DOD 5100.76-M and implementing Service directives.
2. For commercial motor carrier facilities, secure holding standards are contained in MFTRP No. 1 (current version).

W. MOVEMENT OF CLASSIFIED (CONFIDENTIAL AND SECRET) MATERIAL BY USPS, PRIORITY OR FIRST CLASS, REGISTERED MAIL

1. TOs are required to comply with the provisions contained in Chapter 7, DOD 5200.1-R when mailing classified (Confidential and Secret) material. DOD 5200.1-R can be accessed on the web at <http://www.fas.org/irp/doddir/dod/5200-1r/>.
2. USPS Priority or First Class (depending on weight), Registered Mail can be used for material to and from FPO and APO addressees located outside the US provided the shipments meet USPS size and weight restrictions and are double-wrapped and properly addressed. The package must be addressed to an official government activity or to a DOD contractor with a facility clearance and storage capability and must show the complete return address of the sender. Packages must not have a DD Form 1387-2 attached to the package.
3. Under no circumstances will shippers address classified (Confidential or Secret) material to the CONUS APOE marked for onward movement.

X. SECURITY AWARENESS TRAINING FOR SHIPMENTS OF HAZMAT

1. IAW 49 CFR Part 172.704 (a) (4) Security Awareness Training, each HAZMAT employee must receive training that provides an awareness of security risks associated with HAZMAT transportation designed to enhance transportation security. This training must include a component covering how to recognize/respond to possible security risks.
 - a. Each person who offers one or more of the following HAZMAT shipments must develop and adhere to a security plan for shipments of HAZMAT:
 - (1) A highway route-controlled quantity of a Class 7 (radioactive) material;
 - (2) More than 25 kg (55 pounds) of a Division 1.1, 1.2, or 1.3 material;
 - (3) More than one liter (1.06 quart), per package, of PIH;
 - (4) A shipment of a quantity of HAZMAT in a bulk packaging equal to or greater than 13,248 liters (3,500 gallons) for liquids or gases/more than 13.24 cubic meters (468 cubic feet) for solids;
 - (5) A shipment in other than a bulk packaging of 2,268 kg (5,000 pounds) gross weight or more of one class of placarded HAZMAT;

- (6) A select agent or toxin regulated by the Center for Disease Control; and
 - (7) A placarded quantity of HAZMAT.
- b. The transportation security plan will include an assessment of possible HAZMAT transportation security risks. The security plan will include:
 - (1) Personnel Security. A method to validate information provided by job applicants hired for positions that involve access to/handling of the HAZMAT covered by the security plan.
 - (2) Unauthorized Access. Measures to assess the risk of unauthorized persons gaining access to HAZMAT covered by the security plan or transport conveyances being prepared for transportation of the HAZMAT covered by the security plan.
 - (3) En Route Security. Measures to assess the risk of HAZMAT shipments moving from origin to destination, including any temporary storage of the material while en route to destination.
- c. Security plan must be:
 - (1) In writing;
 - (2) Retained for as long as it remains in effect;
 - (3) Available to employees responsible for implementing it, consistent with personnel security clearance/background investigation restrictions and employee's need to know;
 - (4) Revised and updated, as necessary, to reflect changing risks, commodities, and circumstances; and.
 - (5) Maintained as of the date of the most recent revision.


| | | | |
|---|---|---|--|
| SIGNATURE AND TALLY RECORD (See DoD 4500.9-R for guidance) <i>(Use of equivalent carrier-furnished signature and tally record is acceptable.)</i> | | <i>Form Approved</i> <i>OMB No. 0702-0027</i> <i>Expires Jan 31, 2006</i> | |
| The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0702-0027), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. | | | |
| PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ADDRESS. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW. | | | |
| DISTRIBUTION INSTRUCTIONS | | | |
| (1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier. (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier. (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Government Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained. (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures. | | | |
| SECTION I - TO BE COMPLETED BY THE SHIPPER | | | |
| 1a. SHIPPER NAME | | b. ORIGIN | |
| 2. PROTECTIVE SERVICE REQUESTED | | 3. GBL OR CBL NUMBER | |
| 4a. CONSIGNEE NAME | | b. DESTINATION | |
| 5. PERMIT NUMBER (If any) | | 6. TRANSPORTATION CONTROL NUMBER | |
| 7. ROUTING | 8. WEIGHT | 9. CUBE | |
| 10. SPECIAL INSTRUCTIONS | | | 11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD) |
| 12. NAME OF CARRIER | | | 13. NUMBER OF PIECES |
| 14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only) | | 15. FREIGHT CLASSIFICATION DESCRIPTION | |
| SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT | | | |
| 16. CUSTODY RECORD | | | |
| PRINT NAME OF PERSON AND COMPANY REPRESENTED a. | STATION INTERCHANGE POINT DESTINATION b. | SIGNATURE OF PERSON ACCEPTING CUSTODY c. | TIME ACCEPTED d. |
| | | DATE ACCEPTED (YYYYMMDD) e. | |
| | | | |
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DD FORM 1907, FEB 2003

PREVIOUS EDITION IS OBSOLETE.

Figure 205-1. DD Form 1907 (Signature and Tally Record)

This form can only be used by manufacturers or dealers of firearms.


**UNITED STATES
POSTAL SERVICE®**

Statement by Shipper of Firearms
(Domestic Mail Manual C024, retain form for 1 year)

| | |
|---|---|
| City, State, and Zip Code City, State, Zip | Date <div style="text-align: center; height: 20px;">Date</div> |
|---|---|

The undersigned is a manufacturer of firearms or bona fide dealer therein, and the parcels presented for mailing herewith are customary trade shipments or other articles for repair or replacement of parts. To the best of my knowledge and belief, the addresses are manufacturers of firearms or bona fide dealers therein.

Addresses on Parcels *(Use reverse side or attach additional blank sheets if more space is required)*

| | | |
|---------------------------------|----------------------------|-----------|
| Firm Name Firm Name | Postmark of Mailing Office | Signature |
| By <i>(Signature and Title)</i> | | |

PS Form 1508, April, 1994

Figure 205-2. PS Form 1508, Statement of Shipper of Firearms

SPECIAL HANDLING DATA/CERTIFICATION

| | | |
|---|------------------------------------|-------------------------------|
| 1. ITEM NOMENCLATURE | 2. NET QUANTITY PER PACKAGE | 3. TRANSPORTATION CONTROL NO. |
| | 4. CONSIGNMENT GROSS WEIGHT | 5. DESTINATION |
| 6. SUPPLEMENTAL INFORMATION | | |
| This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT! <i>(Complete applicable blocks below)</i> | | |
| 7. DTR REFERENCE | | |
| 8. HANDLING INSTRUCTIONS | | |
| 9. ADDRESS OF SHIPPER | 10. TYPED NAME, SIGNATURE AND DATE | |

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved/OMB No. 0704-0188

Figure 205-3. DD Form 1387-2, Special Handling Data/Certification

**Instructions for Completing the DD Form 1387-2
Unclassified Shipments**

If the material shipped is unclassified, the following procedures apply:

Block

- | | |
|--------------------------------------|---|
| 1. Item Nomenclature: | Enter item nomenclature. |
| 2. Net Quantity per Package: | Enter the gross weight of the package. |
| 3. Transportation Control Number: | TCN this package. |
| 4. Consignment Gross Weight: | Total gross weight of each pallet/package shipped under the same TCN. |
| 5. Destination: | Address of consignee, in-the-clear. |
| 6. Supplemental Information: | For sensitive and other cargo requiring transportation protective service or other special services while in-transit, enter appropriate requirements. |
| 7. DTR Reference: | Cite DTR Chapter 203, Paragraph B.17. |
| 8. Handling Instructions: | Enter any special handling instructions. |
| 9. Address of Shipper: | Complete in-the-clear address of shipping activity. |
| 10. Typed Name, Signature, and Date: | Self-explanatory. |

Figure 205-4. Instructions for Completing DD Form 1387-2, Unclassified Shipments

**Instructions for Completing the DD Form 1387-2
Classified Shipments**

If the material shipped is classified, the following procedures apply:

1. If none of the information entered in the Blocks on the form is classified, four copies of the form will be completed.
2. If the information to be entered on the form is classified, then prepare and distribute the form as follows. One copy is completed in detail, including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal IAW security regulations and instructions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's copy" and "Protective Service Required" in Block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.
3. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled IAW security regulations and instructions.
4. If the material shipped is classified, the following procedure applies. All four copies of the form will reflect the degree of TPS protection. (Notes 1 and 2.)

Note 1. Shipments of classified will include one or more types of sensitive cargo. Block 6 of the DD Form 1387-2 will include one or more of the required transportation protective service categories as required by the DTR, for example:

Greater Security Service (GSS)
Military Traffic Expediting Service (MTX)
Rail Armed Guard Surveillance Service (ARG)
Rail Inspection Service (RIS)
Constant Surveillance and Custody Service (CIS)
Dual Driver Protective Service (DDP)
Motor Surveillance Service (MVS)
Protective Security Service (PSS)
Security Escort Vehicle Service (SEV)
Signature and Tally Record Service (675)
Satellite Motor Surveillance Service (SNS)
Military Guard Personnel (MGP)

Note 2. For shipments requiring other special services while in transit, enter the instructions in Block 6, for example:

Protect From Freezing
Protect From Heat
Air Ride Equipment Required

Figure 205-5. Instructions for Completing DD Form 1387-2, Classified Shipments

Table 205-1. Minimum Security Standards for AA&E Shipments (Motor)

| CAT I & II | CAT III/IV and UNCAT ⁽²⁾ |
|--|---|
| Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ |
| FPCON NORMAL ⁽¹⁾ | |
| (No Discernible Threat of Terrorist Activity) | |
| Dual drivers with SECRET clearances providing PSS. ^{(4) (14)} | Dual drivers providing DDP. ^{(4) (14)} |
| SEV required for CAT I only. SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ^{(5) (15)} | No escort required. |
| Direct movement to destination (no stop-off) CAT I/II. | Stop-off in transit authorized. ⁽⁸⁾ |
| SDDC Operations Center confirms ability of destination, to receive/hold shipment, pre-ID SDDC-listed secure holding areas and provides shipment clearance. Shipper provides advance REPSHIP to destination. ^{(16) (17)} | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. ^{(16) (17)} |
| Consolidate shipments to maximum extent. | Consolidate shipments at SDDC/DOD approved facilities only. |
| In the event of an incident/accident, stops over two hours must be approved by SDDC and must be on a military installation for CAT I & II AA&E. ⁽⁶⁾ | In the event of an incident/accident, stops up to 100 hours in commercial carrier terminals approved by SDDC for AA&E Shipments or DOD Secure Holding facilities. |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary or other authorized LTL shipping container. ⁽¹¹⁾ |
| Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ^{(9) (13)} Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seals applied to CAT I and II shipments will be verified by seal number at all stops. Seal numbers will be annotated on the BL. | Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ^{(9) (13)} Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DOD Lock Program Technical Support Hotline 805 982-1212 or DSN 551-1212 or visiting their website http://locks.nfesc.navy.mil . |
| FPCON ALPHA ⁽¹⁾ | |
| (General Threat of Possible Terrorist Activity; Nature/Extent Unpredictable) | |
| Dual drivers with SECRET clearances providing PSS. ^{(4) (14)} | Dual drivers providing DDP. ^{(4) (14)} |
| SEV required for CAT I only. SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ^{(5) (15)} | No escort required. |
| Direct movement to destination (no stop-off) CAT I/II. | Stop-off in transit authorized. ⁽⁸⁾ |
| SDDC Operations Center confirms ability of destination, to receive/hold shipment, pre-ID SDDC-listed secure holding areas and provides shipment clearance. Shipper provides advance REPSHIP to destination. ^{(16) (17)} | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Shipper provides advance REPSHIP to destination. ^{(16) (17)} |
| TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. When determined by the Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. When determined by the Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. |

| CAT I & II | CAT III/IV and UNCAT ⁽²⁾ |
|---|--|
| Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ |
| Consolidate shipments to the maximum extent. | Consolidate shipments at SDDC/DOD approved facilities only. |
| In the event of an incident/accident, stops over two hours must be approved by SDDC and must be on a military installation for CAT I & II AA&E. ⁽⁶⁾ | In the event of an incident/accident, stops up to 100 hours in commercial carrier terminals approved by SDDC for AA&E Shipments or DOD Secure Holding facilities. |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary or other authorized LTL shipping container. ⁽¹¹⁾ |
| Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾ ⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seals applied to CAT I and II shipments will be verified by seal number at all stops. Seal numbers will be annotated on the BL. | Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾ ⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DOD Lock Program Technical Support Hotline 805 982-1212 or DSN 551-1212 or visiting their website http://locks.nfesc.navy.mil . |
| FPCON BRAVO ⁽¹⁾ | |
| (Increased and More Predictable Threat of Terrorist Activity) | |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾ ⁽¹⁴⁾ | Dual drivers providing DDP. ⁽⁴⁾ ⁽¹⁴⁾ |
| SEV required for CAT I only. SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾ ⁽¹⁵⁾ | No escort required. |
| Direct movement to destination (no stop-off) CAT I/II. | Stop-off in transit authorized. ⁽⁸⁾ |
| SDDC Operations Center confirms ability of destination, to receive/hold shipment, pre-ID SDDC-listed secure holding areas and provides shipment clearance. Shipper provides advance REPSHIP to destination. ⁽¹⁶⁾ ⁽¹⁷⁾ | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. ⁽¹⁶⁾ ⁽¹⁷⁾ |
| TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. When determined by the Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. When determined by the Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. |
| Consolidate shipments to the maximum extent. Convoy to the same destination (Maximum one escort per two cargo vehicles in convoy). | Consolidate shipments at SDDC/DOD approved facilities only. |
| In the event of an incident/accident, stops over two hours must be approved by SDDC and must be on a military installation for CAT I & II AA&E. ⁽⁶⁾ | In the event of an incident/accident, stops up to 100 hours in commercial carrier terminals approved by SDDC for AA&E Shipments or DOD Secure Holding facilities. |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary or other authorized LTL shipping container. ⁽¹¹⁾ |

| CAT I & II | CAT III/IV and UNCAT ⁽²⁾ |
|---|---|
| Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ |
| Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seals applied to CAT I and II shipments will be verified by seal number at all stops. Seal numbers will be annotated on the BL. | Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DOD Lock Program Technical Support Hotline 805 982-1212 or DSN |
| FPCON CHARLIE ⁽¹⁾ (Terrorist Incident has Occurred or Intelligence Indicates Imminent Attack) | |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾⁽¹⁴⁾ | Dual drivers providing DDP. ⁽⁴⁾⁽¹⁴⁾ |
| SEV required for all CAT I shipments only. SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾⁽¹⁵⁾ | No escort required. |
| Direct movement to destination (no stop-off) CAT I/II. | No stop-offs in transit authorized for CAT III/IV and UNCAT. ⁽⁸⁾ |
| Security Risk Category (SRC) I and II (CAT I & II AA&E) shipments are restricted to short stops in transit of 2 hours or less. Shipments will depart origin-shipping activities and arrive at the destination point without delay. In the event of an incident/accident, or during secure hold emergencies, stops over two hours must be approved by SDDC and must be on a military installation ⁽⁶⁾ | In the event of an incident/accident or additional FPCON requirements, carrier must call SDDC for guidance and instruction. If approved, secure holding must not exceed 24 hours in commercial carrier terminals approved by SDDC for AA&E Shipments DOD Secure Holding facilities. |
| SDDC Operations Center confirms ability of destination, to receive/hold shipment, pre-ID SDDC-listed secure holding areas and provides shipment clearance. Shipper provides advance REPSHIP to destination. ⁽¹⁶⁾⁽¹⁷⁾ | Shipper confirms destination will receive or provide secure holding prior to releasing shipment. Provide advance REPSHIP to destination. ⁽¹⁶⁾⁽¹⁷⁾ |
| TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. When determined by the Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. When determined by the Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. |
| Consolidate shipments to the maximum extent. Convoy to the same destination (Maximum one escort per two cargo vehicles in convoy). | Consolidate shipments to the maximum extent. Consider a convoy to the same destination |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary or other authorized LTL shipping container. ⁽¹¹⁾ |

| CAT I & II | CAT III/IV and UNCAT ⁽²⁾ |
|---|---|
| Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ |
| Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seals applied to CAT I and II shipments will be verified by seal number at all stops. Seal numbers will be annotated on the BL. | Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DOD Lock Program Technical Support Hotline 805 982-1212 or DSN |
| FPCON DELTA ⁽¹⁾ (Terrorist Incident has Occurred or Intelligence Indicates Specific Target) | |
| Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾⁽¹⁴⁾ | Dual drivers with SECRET clearances providing PSS. ⁽⁴⁾⁽¹⁴⁾ |
| SEV required for CAT I & II. SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾⁽¹⁵⁾ | SEV required for CAT III & IV. SEV consisting of two DOD contractors or commercial carrier employees with SECRET clearance or two DOD civilian/military personnel with NAC. SEV personnel will be in separate trail vehicle. ⁽⁵⁾⁽¹⁵⁾ |
| Direct movement to destination (no stop-off) CAT I/II. | No stop-offs in transit authorized for CAT III/IV and UNCAT. |
| Security Risk Category (SRC) I and II (CAT I & II AA&E) shipments are restricted to short stops in transit of 2 hours or less. Shipments will depart origin-shipping activities and arrive at the destination point without delay. In the event of an incident/accident, or during secure hold emergencies, stops over two hours must be approved by SDDC and must be on a military installation ⁽⁶⁾⁽⁷⁾ | Stops over two hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by SDDC for CAT III & IV is permitted for up to two hours. ⁽⁶⁾ Provide advance REPSHIP to destination. ⁽¹⁷⁾ In the event of an incident/accident or additional FPCON requirements, stops over two hours must be approved by SDDC and must be on a military installation for CAT I & II AA&E. |
| Carrier must provide route plan to the SDDC Operations Center and shipper. Based on FPCON, SDDC will either approve route plan or provide alternate route plan. Shipper contact SDDC Operations Center to perform confirmation with destination, pre-ID SDDC-listed secure holding areas and provide shipment clearance to origin shipper. ⁽⁷⁾⁽¹⁶⁾⁽¹⁷⁾ | Carrier must provide route plan to the SDDC Operations Center and shipper. Based on FPCON, SDDC will either approve route plan or provide alternate route plan. Shipper contact SDDC Operations Center to perform confirmation with destination, pre-ID SDDC-listed secure holding areas and provide shipment clearance to origin shipper. ⁽⁷⁾⁽¹⁶⁾⁽¹⁷⁾ |
| TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. Installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. This information will be provided to the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. Installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer. This information will be provided to the TO. |
| Consolidate shipments to the maximum extent. Convoy to the same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. ⁽¹⁰⁾ | Consolidate shipments to the maximum extent. Convoy to the same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. ⁽¹⁰⁾ |
| No trip lease authorized. | No trip lease authorized. |
| Exclusive use of vehicle or container with single linehaul. ⁽¹¹⁾ | Dromedary or other authorized LTL shipping container. ⁽¹¹⁾ |

| CAT I & II | CAT III/IV and UNCAT ⁽²⁾ |
|---|---|
| Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ | Satellite Motor Surveillance (SNS) with 2 nd Means of Communications ⁽³⁾ |
| Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seals applied to CAT I and II shipments will be verified by seal number at all stops. Seal numbers will be annotated on the BL. | Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. ⁽⁹⁾⁽¹³⁾ Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DOD Lock Program Technical Support Hotline 805 982-1212 or DSN |
| Prior approval for each shipment by Service/DOD Agency Operations Center or other designated crisis response activity. ⁽¹²⁾ | Prior approval for each shipment by Service/DOD Agency Operations Center or other designated crisis response activity. ⁽¹²⁾ |

NOTES (pertaining to Table 205-1):

- (1) FPCON referenced herein is defined in Paragraph A.4.
- (2) See Paragraphs G.1.(a) and G.1.(b) for TPS FPCON NORMAL thru DELTA exception instructions for shipping small quantities of small arms and CAT IV small arms ammunition. See MFTRP No. 1 (current version), Items 115 and 116, for instructions concerning FAK shipping criteria. Full Truck Load shipment of UNCAT Division 1.4 (all compatibility groups) will be shipped the same as CAT IV. Ammunition and explosives items assigned Controlled Inventory Item Code (CIIC) C (Confidential) will be shipped the same as CAT III (Exception: Redeye Tactical Missile System CIIC C will be shipped as CAT I).
- (3) The second means of communication may be a cellular phone, Citizen Band radio, or radio telephone network.
- (4) Dual drivers must always be used regardless of distance, including local terminal runs (No Single Drivers). Drivers will use a Signature and Tally Record.
- (5) SEV is described in Paragraph O.5.
- (6) Carriers may conduct stops in transit or at destination. Stops at other than approved carrier terminals or DOD installations/activities (according to CAT and FPCON requirements) must be limited to two hours and conducted IAW 49 CFR for operational reasons, such as fueling, minor maintenance, or driver amenities. Shipments will depart origin-shipping activities and arrive at the destination point without delay. In the event of an incident/accident, or during secure hold emergencies, stops over two hours must be approved by SDDC and must be on a military installation. Stops will be planned in advance to preclude placing drivers in untenable situations regarding secure holding of shipments. A DOD contractor location is defined as a private industrial facility performing AA&E work or services per the terms of an acquisition agreement with the DOD. The facility must have a sited, Procurement Contracting Officer-approved holding area to accommodate parking of AA&E-laden motor vehicles per DOD 4145.26-M, DOD Contractors' Safety Manual for Ammunition and Explosives. A commercial carrier terminal is defined as a SDDC-approved, privately owned freight terminal used to temporarily park commercial motor vehicles loaded with DOD AA&E. The terminal may also be used to transload DROM containers per MFTRP No. 1 (current version), Item 48.
- (7) For CAT I, II, III, IV, and UNCAT DIV 1.1, 1.2, 1.3 under FPCON DELTA: Carrier route plans will be prepared IAW 49 CFR Part 397.67(d), Motor Carrier Responsibility for Routing and will be provided by the driver or the carrier's dispatcher by email to the SDDC at sddc-coc@sddc.army.mil or by phone 800 524-0331 in advance of the carrier's departure from origin. Route plans for CAT III/IV/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the carrier in transit to pick up additional shipments or in response to operational contingencies. The carrier dispatcher will provide advance telephonic notice to the SDDC Operations Center prior to making a diversion from the original route plan.
- (8) Carriers may not conduct intermediate "stop-off" to deliver shipments.
- (9) Other DOD approved seals may be used in addition to bolt seal (NSN 5340-01-260-9935) or cable seal (NSN 5340-00-084-1570). Seal numbers will be annotated on the BL.

- (10) Service operations center or designated crisis response activity points of contact as directed by the Service will determine essential shipments. Essential shipments may include those that relate to force generations, training, contingency-related operations, Force Activity Designator (FAD), or are otherwise deemed critical by the requisitioner or inventory control point based on mission requirements.
- (11) General packaging requirements for AA&E are defined in 49 CFR Part 173.60, General Packaging Requirements for Explosives, MIL-STD-129, and DOD or Service regulatory packaging requirements.
- (12) Service operations center or designated crisis response activity points of contact as directed by the Service.
- (13) Application of a shipper seal does not constitute exclusive use. Exclusive use must be annotated on the BL when required.
- (14) Commercial driver qualifications/training requirements:
- Both drivers must have SECRET Clearances with 5-year reinvestigation. See Paragraph O.4 for details.
 - Advised in writing of the fact that an individual's clearance may be suspended and/or Commercial Driver Qualification terminated pending results of a Defense Office of Hearing and Appeals under provisions of the NISPOM.
 - HAZMAT qualified and trained under DOT Rules (initial and annual follow-up).
 - Trained in DOD safety, security, and emergency response rules/requirements (initial and annual follow-up).
 - Fully qualified HAZMAT driver over age of 21 with one year HAZMAT experience.
 - Carrier-furnished picture ID indicating level of qualification, e.g., PSS.
 - Code "9Z" must be entered in the two-digit prioritization field in the Electronic Personnel Security Questionnaire, (EPSQ) Version 2.2, which can be found at <http://www.dss.mil/infoutl/index.htm>.
- (15) SEV qualifications/training:
- SECRET clearance with 5-year reinvestigation for DOD contractors or carrier employees; NAC required for DOD civilian/National Nuclear Security Administration (NNSA) personnel/military personnel. DOD civilian employees or military personnel may be required to comply with additional clearance, reliability and trustworthiness criteria IAW applicable Service security regulations.
 - Must be knowledgeable of secure holding locations and DOD/Services procedures.
 - When authorized to carry arms, SEV personnel will be trained and qualified to standards set by the DOD, NNSA, or Service directives or regulations.
 - Knowledgeable of hazards, safety precautions, and security aspects of the shipment.
 - Knowledgeable of emergency response instructions for the specific commodity(ies) in the shipment.
 - Knowledgeable in the operation of satellite monitoring equipment and other emergency communications.
 - Knowledgeable of state police emergency numbers along route.
 - Aware of telephone numbers for the SDDC Carrier Assistance Hot Line and Operations Center telephone numbers and all secure holding areas along the route.
 - Third party contracted escort (non-accessorial) and military escort personnel will have initial training, refresher training, and met certification requirements as by SDDC.
 - Written certification will include, at a minimum, the following elements: successful completion of performance oriented training; testing for all training tasks as part of a training program; and clearance or background checks as required by status.
 - Certification is required of individual SEV personnel by company management or commanding officer prior to employing as security escort personnel. Copy of certification will be on file with SDDC.
- (16) Prior to the release of the AA&E shipment, shippers, in concert with the SDDC Operations Center, will ensure that the destination activity will be prepared to receive the shipment or to provide secure holding for the shipment.
- (17) Shipper to provide advance notice of REPSHIP to destination.

Table 205-2. Risk Assessment Table

| Asset Category | Criticality | Threat ⁵ | Vulnerability | Mitigating Measures |
|--|-------------|--|---------------|--------------------------------|
| Inert And Training Ordnance | | | | |
| With Sensitive Technology | High | High | High | CIS/CIS/RIS ^{1,2,3,4} |
| Export Controlled | High | High | High | CIS/CIS/RIS ^{1,2,3,4} |
| High Dollar (\$50,000 or Higher) | High | High | Medium | CIS/CIS/RIS ^{1,2,3,4} |
| Pilferable (Code “P”) | Medium | Medium | Medium | CIS/675/MTX ^{1,2,3,4} |
| Inert Less Than 100 Lbs | Low | Medium | Medium | CIS/675/MTX ^{1,2,3,4} |
| With Div 1.4 Explosives | Low | Medium | Medium | CIS/675/MTX ^{1,2,3,4} |
| Inert 100 Lbs or More | Low | Low | High | Security Tarp ^{1,2,3} |
| Sensitive Non-Ordnance | | | | |
| Night Vision Devices | High | High | High | CIS/CIS/RIS ^{1,2,3,4} |
| Sensitive Technology | High | High | High | CIS/CIS/RIS ^{1,2,3,4} |
| Export Controlled | High | High | High | CIS/CIS/MTX ^{1,2,3,4} |
| Controlled Medical | High | High | High | 675/675/MTX ^{1,2,3,4} |
| High Dollar (\$50,000 or Higher) | High | High | Medium | 675/675/MTX ^{1,2,3,4} |
| Pilferable (Code “P”) | Medium | Medium | Medium | 675/675/MTX ^{1,2,3,4} |
| With UNCAT Div 1.4 Explosives | Low | Low | Medium | Security Tarp ^{1,2,3} |
| Footnotes/Abbreviations | | | | |
| 1. Follow TL/LTL standards of Table 205-3 (CAT III/IV/UNCAT) for shipment packing, sealing, and carrier requirements | | 675 = Signature & Tally Record (electronic signature service may be substituted) | | |
| 2. Use security tarp on these shipments | | CIS = Constant Surveillance and Custody Service | | |
| 3. For assets falling in more than one category, select most stringent TPS | | MTX = Military Traffic Expediting Service (A Tracking and Reporting Service) | | |
| 4. Container On Flatcar is acceptable | | RIS = Rail Inspection Service | | |
| 5. Threat types considered include: Terrorist, Foreign Intelligence Service, and Criminal a. DOD standard for Terrorism Threat Levels are: Low, Moderate, Significant and High. b. Criminal Threat Levels are: Low, Medium, High and Critical. c. Foreign Intelligence Threat Levels are: Low, Medium, High and Critical. | | | | |

Table 205-3. Minimum Security Standards for Classified Material and CCI

| Secret | Confidential |
|---|--|
| Motor | |
| <p>1. TL</p> <ul style="list-style-type: none"> a. PSS (See Note 2.) b. Routing by SDDC Operations Center. c. Closed and locked vehicle with exclusive use. d. Single-linehaul required. e. Trip lease not authorized. f. Sealed by shipper. | <p>1. TL</p> <ul style="list-style-type: none"> a. CIS (See Note 2.) b. Closed and locked vehicle. c. Single-linehaul preferred. d. Trip lease not authorized. e. Sealed by shipper. |
| <p>2. LTL</p> <ul style="list-style-type: none"> a. PSS (See Note 2.) b. CONEX, dromedary, or similar container authorized with exclusive use container. c. Routing by SDDC Operations Center. d. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) e. Packaged so as to not reveal classified nature of shipment. (See Note 2.) f. Trip lease not authorized. | <p>2. LTL</p> <ul style="list-style-type: none"> a. CIS (See Note 2.) b. CONEX, dromedary, or similar container authorized. c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) d. Packaged so as to not reveal classified nature of shipment. (See Note 2.) e. Trip lease not authorized. |
| Air | |
| <ul style="list-style-type: none"> a. PSS (See Note 2.) b. Routing by SDDC Operations Center. c. Material in secure storage compartment or in a shipper-sealed, locked, safe-like container. (See Note 3.) d. Shipper escort to carrier and immediate pickup at destination. e. Packaged so as to not reveal classified nature of shipment. f. CCI keying material. (See Note 4.) | <ul style="list-style-type: none"> a. CIS (See Note 2.) b. Shipment by air freight, air taxi, or AMC. c. Shipper escort to carrier and immediate pickup at destination. d. Containers banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and shipper sealed. e. Container seals applied by shipper. f. Packaged so as to not reveal classified nature of shipment. |

NOTES:

- Classified material is not normally transported by rail or water. In the event such movement is required, PSS applies for SECRET shipments and CIS or equivalent must be provided for CONFIDENTIAL shipments.
- Air carrier providing pickup and delivery service by motor vehicle must comply with all security requirements during the motor phase.
- Specific criteria for construction of classified material air containers are contained in Chapter VIII, DODR 5200.1-R.
- CCI may be sent using 675. Associated keying material is classified and will be controlled in Communications Security channels.

Table 205-4. Security Risk Codes and Categories

| CODES | COMMENTS | CAT I (SECURITY RISK CATEGORY³) | CAT II (SECURITY RISK CATEGORY³) | CAT III (SECURITY RISK CATEGORY³) | CAT IV (SECURITY RISK CATEGORY³) | UNCAT (CAT U) (ALL OTHER CODES) |
|--|--|---|--|---|--|--|
| SRC 1 (SECURITY RISK CODE ¹ OR SENSITIVE ITEM CODE ²) | HIGHEST SENSITIVITY | X | | | | |
| SRC 2 SECURITY RISK CODE ¹ SENSITIVE ITEM CODE ²) | HIGH SENSITIVITY | | X | | | |
| SRC 3 (SECURITY RISK CODE ¹ OR SENSITIVE ITEM CODE ²) | MODERATE SENSITIVITY | | | X | | |
| SRC 4 (SECURITY RISK CODE ¹ OR SENSITIVE ITEM CODE ²) | LOW SENSITIVITY | | | | X | |
| SRC 5 (SECURITY RISK CODE ¹ OR SENSITIVE ITEM CODE ²) | HIGHEST SENSITIVITY SECRET | X | | | | |
| SRC 6 (SECURITY RISK CODE ¹ OR SENSITIVE ITEM CODE ²) | HIGHEST SENSITIVITY CONFIDENTIAL | X | | | | |
| SRC 8 (SECURITY RISK CODE ¹ OR SENSITIVE ITEM CODE ²) | HIGH SENSITIVITY CONFIDENTIAL | | X | | | |
| OTHER SRC or CHIC | | | | | | X |
| NOTES: (1). AS DEFINED IN DOD 5160.65-M, (2). AS DEFINED IN DA PAM 708-2, (3). AS DEFINED IN DOD 5100.76-M | | | | | | |

Table 205-5. Examples of AA&E Shipment Categories

| | | |
|----------------------------------|--|---|
| CATEGORY I EXAMPLES | MISSILES AND ROCKETS Non-nuclear missiles and rockets in a ready to fire configuration, e.g., Hamlet, Redeye, Stinger, Dragon, LAW, Viper. Also where launcher tube and explosive round for missiles are jointly transported though not ready to fire. | AMMUNITION AND EXPLOSIVES Explosive complete rounds for Category I missiles and rockets. |
| CATEGORY II EXAMPLES | ARMS Light automatic weapons up to and including .50 caliber and 40 mm MK 19 machine guns. Weapon components such as silencers, mufflers, and noise suppression devices will be treated as Category II items. | AMMUNITION AND EXPLOSIVES Grenades, high explosives, white and phosphorus. Mines, anti-tank, anti personnel (unpacked weight of 50 lbs or less each). Explosives used in demolition operation, e.g., C-4, military dynamite, TNT. Warheads for sensitive missiles and rockets weighing less than 50 pounds each. The binary intermediates “DF” and “QL” when stored separately from each other and from the binary chemical munitions bodies in which they are intended to be employed. |
| CATEGORY III EXAMPLES | ARMS Launch tube and gripstock for Stinger Missile. Launch tube, sight assembly and gripstock for Hamlet and Redeye missions. Tracker for Dragon missiles. Mortar tubes excluding the 4.2. Grenade launchers. Rocket and missile launchers, unpacked weight of 100 lbs. or less. Flame throwers. Launcher and/or missile guidance set and/or optical sight for TOW missile. | AMMUNITION AND EXPLOSIVES Ammunition, .50 caliber and larger, with explosive filled projectile (unpacked weight of 100 pounds or less each). Grenades, incendiary and grenade fuses. Blasting caps. Detonating cord. Supplementary charges. Bulk explosives. Warheads for sensitive missiles and rockets weighing more than 50 pounds, but less than 100 pounds each. |
| CATEGORY IV EXAMPLES | ARMS Shoulder fired weapons, other than grenade launchers, not fully automatic. Handguns. Recoilless rifles up to and including 106mm. | AMMUNITION AND EXPLOSIVES Ammunition with nonexplosive projectile (unpacked weight of 100 lbs or less each). Fuses, except for grenade fuses. Grenades, illumination, smoke, or practice, CS/CN (tear producing). Incendiary destroyers. Riot control agents, 100-lb pkg or less. Ammunition for Categories II, III, IV weapons, not otherwise categorized. Explosive compounds of sensitive missiles and rockets (except warheads). Warheads for precision-guided munitions weighing more than 50 pounds (unpacked weight). |

**Table 205-6. Commercial Rail Carrier
FPCONs Normal, Alpha, and Bravo**

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|------------------------------------|--|--|--|
| Ammunition and Explosives | Hazard Division 1.4S | Hazard Division 1.3 Hazard Division 1.4 | Hazard Division 1.1 & 1.2 |
| Arms | CAT IV Weapons | CAT III Weapons | CAT I & II Weapons |
| Other HAZMAT Items | Flammable Liquids (Bulk) | Unpurged Empty N204/ Hydrazine Missile Fuel Containers | N204/Hydrazine Missile Fuels Yellow Label III Poisons |
| Other Sensitive Items | Pilferable Items | Night Vision Devices Sensitive Technology Items High Value Items Tracked/Wheeled Vehicles | Abrams Tank |
| Protective Measures | | | |
| Interchange | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. |
| Pre-Planning | Shipper issues advance REPSHIP to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required) | Shipper issues advance REPSHIP to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required) | Shipper issues advance REPSHIP to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required) |
| Delivery Notice | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination |
| Accountability | Electronic or Seal Tracing System (Commercial or Government) | Electronic or Seal Tracing System (Commercial or Government) | Electronic or Seal Tracing System (Commercial or Government) |
| Stops In Transit | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings |
| ITV | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center |
| Emergency Alert Feature | Two-means of communication with rail police or Operations Center | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished tracking System) | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished tracking System) |

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|---|---|---|--|
| Standard Inspection Requirements for All DOD TPS Shipments | | | During all stops certified armed guards must maintain continuous surveillance over all containers, trailer, and/or railcars containing high-risk DOD TPS material. Inspections of M1 tanks and other sensitive wheeled/tracked vehicles must be conducted to ensure tank armor plates, tie-downs, and tool boxes are secure and intact; tank skirts are not damaged and are secured with transloc bolts; and vehicle openings (hatches)/toolboxes are locked/sealed/welded. Any damage (including glass damage), signs of pilferage, theft or damage must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331. |
| Security Personnel Requirements | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers or trained, instructed employees with prior employment verification and local security checks | Police Powers with Federal/State/Local Licensing/Certification |
| Operational Personnel Requirements | Employment history verification; local security checks | DOD background check for key operations personnel | DOD background check for key operations personnel |
| Citizenship | Non-US citizens vetted | Non-US citizens vetted | Only US citizens as Guards Non-US Citizens vetted |

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|-------------------------------------|--|---|---|
| Risk Assessment | None required | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. |
| Anti-Theft Devices | Electronic tracking device linked to train monitoring/reporting system (See Note.) | Electronic tracking device linked to train monitoring/reporting system (See Note.) | Electronic tracking system/device linked to train monitoring/reporting system (See Note.) |
| Emergency Disabling Features | Not required | Not required | Not yet available |
| Reaction Force | Rail police or state/local law enforcement/military personnel | Rail police or state/local law enforcement/military personnel | Rail police or state/local law enforcement (See Note.) |

NOTE: If Anti-Theft Devices and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.

**Table 205-7. Commercial Rail Carrier
FPCON Charlie**

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|------------------------------------|--|--|--|
| Ammunition and Explosives | Hazard Division 1.4S | Hazard Division 1.3 Hazard Division 1.4 | Hazard Division 1.1 & 1.2 |
| Arms | CAT IV Weapons | CAT III Weapons | CAT I & II Weapons |
| Other HAZMAT Items | Flammable Liquids (Bulk) | Unpurged Empty N204/Hydrazine Missile Fuel Containers | N204/Hydrazine Missile Fuels Yellow Label III Poisons |
| Other Sensitive Items | Pilferable Items | Night Vision Devices Sensitive Technology Items High Value Items Tracked/Wheeled Vehicles | Abrams Tank |
| Protective Measures | | | |
| Interchange | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. |
| Pre-Planning | Shipper issues advance REPSHIP to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required) | Shipper issues advance REPSHIP to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required) | Shipper issues advance REPSHIP to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required) |
| Delivery Notice | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination |
| Accountability | Tracking System (Commercial or Government) | Tracking System (Commercial or Government) | Tracking System (Commercial or Government) |
| Stops In Transit | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings |
| ITV | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center |
| Emergency Alert Feature | Two-means of communication with rail police or Operations Center | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished ITV system) | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished ITV system) |

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|---|---|---|---|
| Standard Inspection Requirements for All DOD TPS Shipments | | | <p>During all stops certified armed guards must maintain continuous surveillance over all containers, trailer, and/or railcars containing high-risk DOD TPS material.</p> <p>Inspections of M1 tanks and other sensitive wheeled/tracked vehicles must be conducted to ensure tank armor plates, tie-downs, and tool boxes are secure and intact; tank skirts are not damaged and are secured with transloc bolts; and vehicle openings (hatches)/toolboxes are locked/sealed/welded. Any damage (including glass damage), signs of pilferage, theft or damage must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331.</p> |
| Security Personnel Requirements | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers with Federal/State/Local Licensing/Certification |
| Operational Personnel Requirements | Employment history verification; local security checks | DOD background check for key operations personnel | DOD background check for key operations personnel |
| Citizenship | Non-US citizens vetted | Non-US citizens vetted | Only US citizens as Guards Non-US Citizens vetted |
| Risk Assessment | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. |

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|-------------------------------------|--|--|--|
| Anti-Theft Devices | Electronic tracking device linked to train monitoring/reporting system (See Note.) | Electronic tracking device linked to train monitoring/reporting system (See Note.) | Electronic tracking device linked to train monitoring/reporting system (See Note.) |
| Emergency Disabling Features | Not required | Not required | Not yet available |
| Reaction Force | Rail police or state/local law enforcement/military personnel | Rail police or state/local law enforcement/military personnel | Rail Police or state/local law enforcement (See Note.) |

NOTE: If Anti-Theft Devices and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.

**Table 205-8. Commercial Rail Carrier
FPCON Delta**

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|---|---|---|---|
| Ammunition and Explosives | Hazard Division 1.4S | Hazard Division 1.3 Hazard Division 1.4 | Hazard Division 1.1 & 1.2 |
| Arms | CAT IV Weapons | CAT III Weapons | CAT I & II Weapons |
| Other HAZMAT Items | Flammable Liquids (Bulk) | Unpurged Empty N204/Hydrazine Missile Fuel Containers | N204/Hydrazine Missile Fuels Yellow Label III Poisons |
| Other Sensitive Items | Pilferable Items | Night Vision Devices Sensitive Technology Items High Value Items Tracked/Wheeled Vehicles | Abrams Tank |
| Protective Measures | | | |
| Interchange | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. |
| Pre-Planning | SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alert rail police and interchanging railroad operations center. | SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alert rail police and interchanging railroad operations center. | SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alert rail police and interchanging railroad operations center. |
| Delivery Notice | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination |
| Accountability | Tracking System (Commercial or Government) | Tracking System (Commercial or Government) | Tracking System (Commercial or Government) |
| Stops In Transit | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings |
| ITV | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage tracking system linked to a designated DOD Emergency Response Center |
| Emergency Alert Feature | Two-means of communication with rail police or Operations Center | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished tracking system) | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished tracking system) |

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|---|---|---|---|
| Standard Inspection Requirements for All DOD TPS Shipments | During all stops certified armed guards must maintain continuous surveillance over all containers, trailer, and/or railcars containing high-risk DOD TPS material. | | |
| | | | Inspections of M1 tanks and other sensitive wheeled/tracked vehicles must be conducted to ensure tank armor plates, tie-downs, and tool boxes are secure and intact; tank skirts are not damaged and are secured with transloc bolts; and vehicle openings (hatches)/toolboxes are locked/sealed/welded. Any damage (including glass damage), signs of pilferage, theft or damage must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331. |
| Security Personnel Requirements | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers with Federal/State/Local Licensing/Certification | Police powers with Federal/State/Local Licensing/Certification |
| Operational Personnel Requirements | Employment history verification; local security checks | DOD NACLC for key operations personnel | DOD background check for key operations personnel |
| Citizenship | Non-US citizens vetted | Only US citizens as Guards Non-US Citizens vetted | Only US citizens as Guards Non-US Citizens vetted |
| Risk Assessment | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. |
| Anti-Theft Devices | Electronic tracking device linked to train monitoring/reporting system (See Note.) | Electronic tracking device linked to train monitoring/reporting system (See Note.) | Electronic tracking device linked to train monitoring/reporting system (See Note.) |

| Transportation Protective Category | Low Risk HAZMAT & Security Items | Medium Risk HAZMAT & Security Items | High Risk HAZMAT & National Security Items |
|-------------------------------------|---|---|---|
| Emergency Disabling Features | Not Required | Not Required | Not yet available |
| Reaction Force | Rail police or state/local law enforcement/military personnel | Rail police or state/local law enforcement/military personnel | Rail police or state/local law enforcement (See Note.) |

NOTE: If Anti-Theft Devices and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.

**Table 205-9. Contingency Commercial Rail Carrier
CJCS Crisis Action Planning - Phase III (Warning Order)**

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|------------------------------------|---|---|---|
| Ammunition and Explosives | Hazard Division 1.4S | Hazard Division 1.3 Hazard Division 1.4 | Hazard Division 1.1 & 1.2 |
| Arms | CAT IV Weapons | CAT III Weapons | CAT I & II Weapons |
| Other HAZMAT Items | Flammable Liquids (Bulk) | Unpurged empty N204/Hydrazine Missile Fuel Containers | N204/Hydrazine Missile Fuels, Yellow Label III Poisons |
| Other Sensitive Items | Pilferable Items | Night Vision Devices Sensitive Technology Items High Value Items Tracked/Wheeled Vehicles | Abrams Tank |
| Protective Measures | | | |
| Interchange | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. |
| Pre-Planning | Shipper issues advance report of shipment to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required). SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. | Shipper issues advance report of shipment to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required). SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. | Shipper issues advance report of shipment to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required). SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. |
| Railroad Alert Levels | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum |
| Delivery Notice | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination |
| Accountability | Electronic or Manual Seal Tracing System (Commercial or Government) | Electronic or Manual Seal Tracing System (Commercial or Government) | Electronic or Manual Seal Tracing System (Commercial or Government) |
| Stops In Transit | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings |

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|---|---|--|---|
| ITV | Carrier-furnished nationwide coverage ITV system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage ITV system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage ITV system linked to a designated DOD Emergency Response Center |
| Emergency Alert Feature | Two-means of communication with rail police or Operations Center | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished tracking system) | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished tracking system) |
| Standard Inspection Requirements for All DOD TPS Shipments | All inspections will be conducted within one hour of arrival in terminal or stops over 90 minutes. Hourly checks are required thereafter until departure. (Hourly checks are waived if located in an approved rail terminal on the inside track and under constant observation by rail carrier employees.) | | During all stops certified armed guards must maintain continuous surveillance over all containers, trailer, and/or railcars containing high-risk DOD TPS material. |
| | <p>All inspections of DOD AA&E shipment will be conducted to ensure the integrity of the seals and/or locks are not compromised. Any damage, loss, theft, or compromise of seals and/or locks must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331.</p> <p>Shipper loss prevention measures include: Place containers, including CONEXs, door-to-door to block access; order flatcars that will accommodate door-to-door placement; seek assistance from SDDC or Theater Command on technical characteristics of flatcars. Shipper damage prevention for Military Vehicles includes: Face wheeled vehicles rearward on train; roll down side windows; lower windshields; turn side mirrors inward; protect open glass with plywood, cardboard or double layer of bubble wrap; properly document damage at origin/destination</p> | | Inspections of M1 tanks and other sensitive wheeled/tracked vehicles must be conducted to ensure tank armor plates, tie-downs, and tool boxes are secure and intact; tank skirts are not damaged and are secured with transloc bolts; and vehicle openings (hatches)/toolboxes are locked/sealed/welded or banding. Any damage (including glass damage), signs of pilferage, theft or damage must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331. |
| Security Personnel Requirements | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers with Federal/State/Local Licensing/Certification |
| Operational Personnel Requirements | Employment history verification; local security checks | DOD background check for key operations personnel | DOD background check for key operations personnel |
| Citizenship | Non-US citizens vetted | Non-US citizens vetted by Railroad | Only US citizens as Guards Non-US Citizens vetted by Railroad |

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|-------------------------------------|--|---|---|
| Risk Assessment | None required | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. |
| Anti-Theft Devices | Substantial seal or substantial lock with standard seal | Substantial seal or substantial lock with standard seal | Electronic tracking device linked to train monitoring/reporting system (See Note) |
| Emergency Disabling Features | Not Required | Not Required | Remote locomotive disabling feature when available |
| Reaction Force | Rail police or state/local law enforcement or Military Guard Personnel (See Note) | Rail police or state/local law enforcement or Military Guard Personnel (See Note) | Rail police or state/local law enforcement or Military Guard Personnel (See Note) |

NOTE: If Anti-Theft Devices and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.

Crisis Action Planning Procedures prescribed in CJCSM 3122.01, JOPES Volume I, apply:

PHASE I involves Situation Development in which an event occurs that may involve possible national security implications with the outcome that the affected CDR must assess the event and report its significance to the SECDEF/CJCS.

PHASE II involves Crisis Assessment and a decision by SECDEF /CJCS to develop a military COA.

PHASE III is Course of Action Development in which CJCS sends a WARNING ORDER and each affected CDR sends a CDR's Estimate with recommended COA.

PHASE IV is the Course of Action Selection in which CJCS presents refined and prioritized COAs to SECDEF and the SECDEF selects the COA with CJCS releasing the selection in an ALERT ORDER.

PHASE V is Execution Planning in which the CDR receives an ALERT ORDER or PLANNING ORDER and sends OPORD.

PHASE VI is Execution in which the SECDEF decides to execute the OPORD with the desired result that the crisis is resolved and forces are redeployed.

**Table 205-10. Contingency Commercial Rail Carrier
CJCS Phase V (Execution Planning)**

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|------------------------------------|---|---|---|
| Ammunition and Explosives | Hazard Division 1.4S | Hazard Division 1.3 Hazard Division 1.4 | Hazard Division 1.1 & 1.2 |
| Arms | CAT IV Weapons | CAT III Weapons | CAT I & II Weapons |
| Other HAZMAT Items | Flammable Liquids (Bulk) | Unpurged empty N204/Hydrazine Missile Fuel Containers | N204/Hydrazine Missile Fuels, Yellow Label III Poisons |
| Other Sensitive Items | Pilferable Items | Night Vision Devices Sensitive Technology Items High Value Items Tracked/Wheeled Vehicles | Abrams Tank |
| Protective Measures | | | |
| Interchange | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. |
| Pre-Planning | Shipper issues advance report of shipment to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required). SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. | Shipper issues advance report of shipment to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required). SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. | Shipper issues advance report of shipment to receiver and carrier; carrier issues alert to rail police and interchange carrier operations (If carrier routing required). SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. |
| Railroad Alert Levels | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum | AAR Alert Level 2 Actions applied by AAR/Railroads at a minimum in areas/times that high risk DOD HAZMAT and national security items are being transported |
| Delivery Notice | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination |
| Accountability | Electronic or Manual Seal Tracing System (Commercial or Government) | Electronic or Manual Seal Tracing System (Commercial or Government) | Electronic or Manual Seal Tracing System (Commercial or Government) |
| Stops In Transit | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings | Dedicated Train Required |
| ITV | Electronic tracking device linked to train monitoring/reporting system | Electronic tracking device linked to train monitoring/reporting system | Electronic tracking device linked to train monitoring/reporting system |
| Emergency Alert Feature | Two-means of communication with rail police or Operations Center | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished ITV system) | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished ITV system) |

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|---|---|---|---|
| Standard Inspection Requirements for All DOD TPS Shipments | All inspections will be conducted within one hour of arrival in terminal or stops over 90 minutes. Hourly checks are required thereafter until departure. (Hourly checks are waived if located in an approved rail terminal on the inside track and under constant observation by rail carrier employees.) | | During all stops certified armed guards must maintain continuous surveillance over all containers, trailer, and/or railcars containing high-risk DOD TPS material. |
| | All inspections of DOD AA&E shipment will be conducted to ensure the integrity of the seals and/or locks are not compromised. Any damage, loss, theft, or compromise of seals and/or locks must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331. | | Inspections of M1 tanks and other sensitive wheeled/tracked vehicles must be conducted to ensure tank armor plates, tie-downs, and tool boxes are secure and intact; tank skirts are not damaged and are secured with transloc bolts; and vehicle openings (hatches)/toolboxes are locked/sealed/welded. Any damage (including glass damage), signs of pilferage, theft or damage must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331. |
| | Shipper loss prevention measures include: Place containers, including CONEXs, door-to-door to block access; order flatcars that will accommodate door-to-door placement; seek assistance from SDDC or Theater Command on technical characteristics of flatcars. Shipper damage prevention for Military Vehicles includes: Face wheeled vehicles rearward on train; roll down side windows; lower windshields; turn side mirrors inward; protect open glass with plywood, cardboard or double layer of bubble wrap; properly document damage at origin/destination | | |
| Security Personnel Requirements | Police powers or trained, instructed employees with prior employment verification and local security checks | Police powers with Federal/State/Local Licensing/Certification | Police powers with Federal/State/Local Licensing/Certification |
| Operational Personnel Requirements | DOD background check for key operations personnel | DOD background check for key operations personnel | DOD background check for key operations personnel |
| Citizenship | Only US citizens as Guards. Non-US Citizens vetted by Railroad | Non-US citizens vetted by Railroad and CID via SDDC | Non-US citizens vetted by Railroad and CID via SDDC |
| Risk Assessment | None required. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. |
| Anti-Theft Devices | Substantial seal or substantial lock with standard seal | Substantial seal or substantial lock with standard seal | Electronic IDS device linked to train monitoring/reporting system (See Note.) |

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|-------------------------------------|--|---|---|
| Emergency Disabling Features | Not Required | Not Required | Remote locomotive disabling feature when available |
| Reaction Force | Rail police or state/local law enforcement | Rail police or state/local law enforcement or Military Guard Personnel (See Note.) | Rail police or state/local law enforcement or Military Guard Personnel (See Note.) |

NOTE: If Anti-Theft Devices and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.

Crisis Action Planning Procedures prescribed in CJCSM 3122.01, JOPE Volume I, apply:

PHASE I involves Situation Development in which an event occurs that may involve possible national security implications with the outcome that the affected CDR must assess the event and report its significance to the SECDEF/CJCS.

PHASE II involves Crisis Assessment and a decision by SECDEF /CJCS to develop a military COA.

PHASE III is Course of Action Development in which CJCS sends a WARNING OFDER and each affected CDR sends a CDR's Estimate with recommended COA.

PHASE IV is the Course of Action Selection in which CJCS presents refined and prioritized COAs to SECDEF and the SECDEF selects the COA with CJCS releasing the selection in an ALERT ORDER.

PHASE V is Execution Planning in which the CDR receives an ALERT ORDER or PLANNING ORDER and sends OPORD.

PHASE VI is Execution in which the SECDEF decides to execute the OPORD with the desired result that the crisis is resolved and forces are redeployed.

**Table 205-11. Contingency Commercial Rail Carrier
CJCS Phase VI (Execution)**

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|------------------------------------|--|--|--|
| Ammunition and Explosives | Hazard Division 1.4S | Hazard Division 1.3 Hazard Division 1.4 | Hazard Division 1.1 & 1.2 |
| Arms | CAT IV Weapons | CAT III Weapons | CAT I & II Weapons |
| Other HAZMAT Items | Flammable Liquids (Bulk) | Unpurged empty N204/Hydrazine Missile Fuel Containers | N204/Hydrazine Missile Fuels, Yellow Label III Poisons |
| Other Sensitive Items | Pilferable Items | Night Vision Devices Sensitive Technology Items High Value Items Tracked/Wheeled Vehicles | Abrams Tank |
| Protective Measures | | | |
| Interchange | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. | Written interchange procedures between carrier, intermodal, shipper. |
| Pre-Planning | SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. | SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. | SDDC Operations Center confirms ability of destination to receive/hold shipment and provide shipment clearance. Carrier alerts rail police and interchanging railroad operations center. |
| Railroad Alert Levels | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum | AAR Alert Level 1 Actions applied by AAR/railroads at a minimum | AAR Alert Level 2 Actions applied by AAR/railroads at a minimum in areas/times that high risk DOD HAZMAT and national security items are being transported |

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|---|---|---|---|
| Delivery Notice | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination | Carrier must schedule delivery in advance with destination |
| Accountability | Electronic or Manual Seal Tracing System (Commercial or Government) | Electronic or Manual Seal Tracing System (Commercial or Government) | Electronic or Manual Seal Tracing System (Commercial or Government) |
| Stops In Transit | Approved Rail Terminals, Interchange Yards, or Sidings | Approved Rail Terminals, Interchange Yards, or Sidings | Dedicated Train Required |
| ITV | Carrier-furnished nationwide coverage ITV system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage ITV system linked to a designated DOD Emergency Response Center | Carrier-furnished nationwide coverage ITV system linked to a designated DOD Emergency Response Center |
| Emergency Alert Feature | Two-means of communication with rail police or Operations Center | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished ITV system) | Two-means of communication with rail police or Operations Center (Primary must be linked to carrier-furnished ITV system) |
| Standard Inspection Requirements for all DOD TPS Shipments | All inspections will be conducted within one hour of arrival in terminal or stops over 90 minutes. Hourly checks are required thereafter until departure. (Hourly checks are waived if located in an approved rail terminal on the inside track and under constant observation by rail carrier employees.) | | |
| | All inspections of DOD AA&E shipment will be conducted to ensure the integrity of the seals and/or locks are not compromised. Any damage, loss, theft, or compromise of seals and/or locks must be reported immediately to the SDDC Operations Center's Carrier Assistance Hotline at 800 524-0331. | | |
| | Shipper loss prevention measures include: Place containers, including CONEXs, door-to-door to block access; order flatcars that will accommodate door-to-door placement; seek assistance from SDDC or Theater Command on technical characteristics of flatcars. Shipper damage prevention for Military Vehicles includes: Face wheeled vehicles rearward on train; roll down side windows; lower windshields; turn side mirrors inward; protect open glass with plywood, cardboard or double layer of bubble wrap; properly document damage at origin/destination | | |
| Security Personnel Requirements | Police powers with Federal/State/Local Licensing/Certification | Armed military personnel or rail police with full police powers and with Federal/State/Local Licensing/Certification | Armed military personnel or rail police with full police powers and with Federal/State/Local Licensing/Certification |
| Operational Personnel Requirements | DOD background check for key operations personnel | DOD background check for key operations personnel | DOD background check for key operations personnel |
| Citizenship | Only US citizens as Guards Non-US Citizens vetted by railroad | Only US citizens as Guards Non-US Citizens vetted by railroad and CID via SDDC | Only US citizens as Guards Non-US Citizens vetted by railroad and CID via SDDC |

| Transportation Protective Category | Low Risk HAZMAT and Security Items | Medium Risk HAZMAT and Security Items | High Risk HAZMAT and National Security Items |
|-------------------------------------|---|---|---|
| Risk Assessment | None required | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. | TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The Installation security or force protection officer in coordination with TO, the installation security or force protection officer coordinates the risk assessment with the respective DOD Service chain of command and Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities or criticalities are to be executed by the security or force protection officer in consultation with the TO. |
| Anti-Theft Devices | Substantial seal or substantial lock with standard seal | Substantial seal or substantial lock with standard seal | Electronic IDS device linked to train monitoring/reporting system (See Note.) |
| Emergency Disabling Features | Not Required | Not Required | Remote locomotive disabling feature when available |
| Reaction Force | Rail police or state/local law enforcement | Rail police or state/local law enforcement or Military Guard Personnel (See Note.) | Rail police or state/local law enforcement or Military Guard Personnel (See Note.) |

NOTE: If Anti-Theft Devices and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.

Crisis Action Planning Procedures prescribed in CJCSM 3122.01, JOPES Volume I, apply:

PHASE I involves Situation Development in which an event occurs that may involve possible national security implications with the outcome that the affected CDR must assess the event and report its significance to the SECDEF/CJCS.

PHASE II involves Crisis Assessment and a decision by SECDEF /CJCS to develop a military COA.

PHASE III is Course of Action Development in which CJCS sends a WARNING OFDER and each affected CDR sends a CDR's Estimate with recommended COA.

PHASE IV is the Course of Action Selection in which CJCS presents refined and prioritized COAs to SECDEF and the SECDEF selects the COA with CJCS releasing the selection in an ALERT ORDER.

PHASE V is Execution Planning in which the CDR receives an ALERT ORDER or PLANNING ORDER and sends OPORD.

PHASE VI is Execution in which the SECDEF decides to execute the OPORD with the desired result that the crisis is resolved and forces are redeployed.

ARG = Rail Armed Guard Surveillance Service

RIS = Rail Inspection Service

MTX = Military Traffic Expediting Service (A Tracking and Reporting Service)

MPG = Military Guard Personnel

**Table 205-12. Minimum Security Standards for AA&E Shipments
(Container on Flat Car (COFC))
(All FPCONS)**

| Category I | Category II | Category III, IV, UNCAT Class 1.1 -1.3 Explosives |
|---|---|---|
| 1. Locked and Seal Authorized ARG. | 1. Locked and Seal Authorized RIS. | 1. Locked and Seal Authorized RIS. |
| 2. In Motor Phase, use Category I Motor Security. | 2. In Motor Phase, use Category II. | 2. In Motor Phase, use Motor Security. |
| 3. Use only approved shipping containers, e.g., MILVAN/SEAVAN, and place on rail car door-to-door to prevent unauthorized access. | 3. Use only approved shipping containers, e.g., MILVAN/SEAVAN, and place on rail car door-to-door to prevent unauthorized access. | 3. Use only approved shipping containers, e.g., MILVAN/SEAVAN, and place on rail car door-to-door to prevent unauthorized access. |

**Table 205-13. Minimum Security Standards for AA&E Shipments Rail (Carload)
(All FPCONS)**

| Category I | Category II | Category III, IV, UNCAT Class 1.1 -1.3 Explosives |
|--|---|--|
| 1. ARG (See Note 3.) | 1. RIS (See Note 2.) | 1. RIS (See Note 2.) |
| 2. MTX (See Note 2.) | 2. MTX (See Note 2.) | 2. MTX (See Note 2.) |
| 3. Locked and Sealed by Shipper. (See Note 1.) | 3. Locked and Sealed by Shipper. (See Note 1.) | 3. Locked and Sealed by Shipper. (See Note 1.) |
| 4. Immediate Notification to Consignee of Delivery. | 4. Immediate Notification to Consignee of Delivery | 4. Immediate Notification to Consignee of Delivery |
| 5. Use Category I Motor for any Associated Motor Movement. | 5. Use Category II Motor for any Associated Motor Movement. | 5. Use Category III Motor for any Associated Motor Movement. |
| 6. Single-Linehaul Required. | 6. Use Load Driver Doors when Available. | |

NOTES:

1. Includes use of upper rail lock.
2. In the case of RIS and MTX, the shipper must report rail car initials and numbers, e.g., DODX 40.000, to the SDDC Operations Center.
3. DOD, DOD Contract, or Rail Police-armed dedicated escort

**Table 205-14. Minimum Security Standards for AA&E Shipments (Air)
(All FPCONs)**

| Category I | Category II | Category III, IV, UNCAT Class 1.1 - 1.3 Explosives |
|---|---|---|
| 1. SNS and DDP while aircraft on ground at commercial airports. For AMC movements, CIS applies. | 1. CIS. | 1. CIS. |
| 2. Shipments by air freight, air taxi. | 2. Shipments by air freight, air taxi. | 2. Shipments by air freight, air taxi. |
| 3. Shipper escort to carrier and immediate pickup at destination. | 3. Shipper escort to carrier and immediate pickup at destination. | 3. Shipper escort to carrier and immediate pickup at destination. |
| 4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required. | 4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required. | 4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required. |
| 5. Seals applied by Shipper. (See Notes 1 and 2.) | 5. Seals applied by Shipper. (See Notes 1 and 2.) | 5. Seals applied by Shipper. (See Notes 1 and 2.) |

NOTES:

1. Air carriers providing pickup and delivery service by motor must comply with all security requirements during the motor phase as the category shipped. All protective services must be contained in their uniform tender on file at SDDC. See Paragraph O.1.a.(4).
2. On military installations, armed guard surveillance and escort responsibilities may be assumed by the installation CDR based on local command policies.

**Table 205-15. Minimum Security Standards for AA&E Shipments (Water)
(All FPCONs)**

| Category I | Category II | Category III, IV, UNCAT Class 1.1 - 1.3 Explosives |
|--|--|---|
| 1. SNS with DDP to POE and from POD with written receipt from ship's officer at POE and written release to carrier at POD. | 1. Written receipt from ship's officer at POE and written release to carrier at POD. | 1. Written receipt from ship's officer at POE and written release to carrier at POD. |
| 2. Pier service only. | 2. Pier service only. | 2. Pier service only. |
| 3. US flag with direct voyage where feasible. | 3. US flag with direct voyage where feasible. | 3. US flag with direct voyage where feasible. |
| 4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops. | 4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops. | 4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops. |
| 5. Cargo stowed so as to be inaccessible or checked at least once each eight hours by ship's officers. | 5. Cargo stowed so as to be inaccessible or checked at least once each eight hours by ship's officers. | 5. Cargo stowed so as to be inaccessible or under general observations of ship's officers. |

Table 205-16. HAZMAT 1.4S Chart

| H/C & SRC | Weight | Security | Safety | Remarks |
|---|---|------------------------|--|---|
| 1.4 Sensitive (CAT IV) | <200 lbs. | CIS | HAZMAT Placards Not Required Requires HAZMAT Shipping Papers, Markings, Labels, and Emergency Response Info | SDDC-Approved Munitions Carrier |
| 1.4 Sensitive (CAT III & IV) | Less than 454 kg (1001) lbs. Aggregate Gross Weight | SNS & DDP | | |
| | Over (454 kg) 1001 lbs. | SNS & DDP | HAZMAT 1.4 Placards | SDDC - Approved Munitions Carrier |
| 1.4 Non-Sensitive UNCAT or SRC 7 | <200 lbs. | N/A | HAZMAT Placards Not Required Requires HAZMAT Shipping Papers, Markings, Labels, and Emergency Response Info | General Commodities (HAZMAT Carrier) |
| | Less than 454 kg (1001) lbs. Aggregate Gross Weights. | N/A | | |
| | Over (454 kg) 1001 lbs. | SNS & DDP | HAZMAT 1.4 Placards | SDDC-Approved Munitions Carrier |
| 1.4 <30 kg (66 lbs./pkg) Gross Weight (UN0012, UN0014, or UN0323) | <200 lbs. | N/A | Proper Shipping Name Marking on one side IAW 49 CFR 172.316 | General Commodities (HAZMAT Carrier) |
| | 200 lbs. and Greater | SNS & DDP If Sensitive | | If Sensitive, SDDC-Approved Munitions Carrier |

Table 205-17. ANSI X.12 Table

| Protective Service | ANSI Code |
|---|-----------|
| Constant Surveillance and Custody Service | CIS |
| Dual Driver Protective Service | DDP |
| Motor Surveillance Service | MVS |
| Protective Security Service | PSS |
| Security Escort Vehicle Service | SEV |
| Signature and Tally Record Service | 675 |
| Satellite Motor Surveillance Service | SNS |
| Rail Armed Guard Surveillance Service | ARG |
| Rail Inspection Service | RIS |
| Military Guard Personnel | MGP |
| Military Traffic Expediting Service | MTX |
| Greater Security Service | GSS |

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